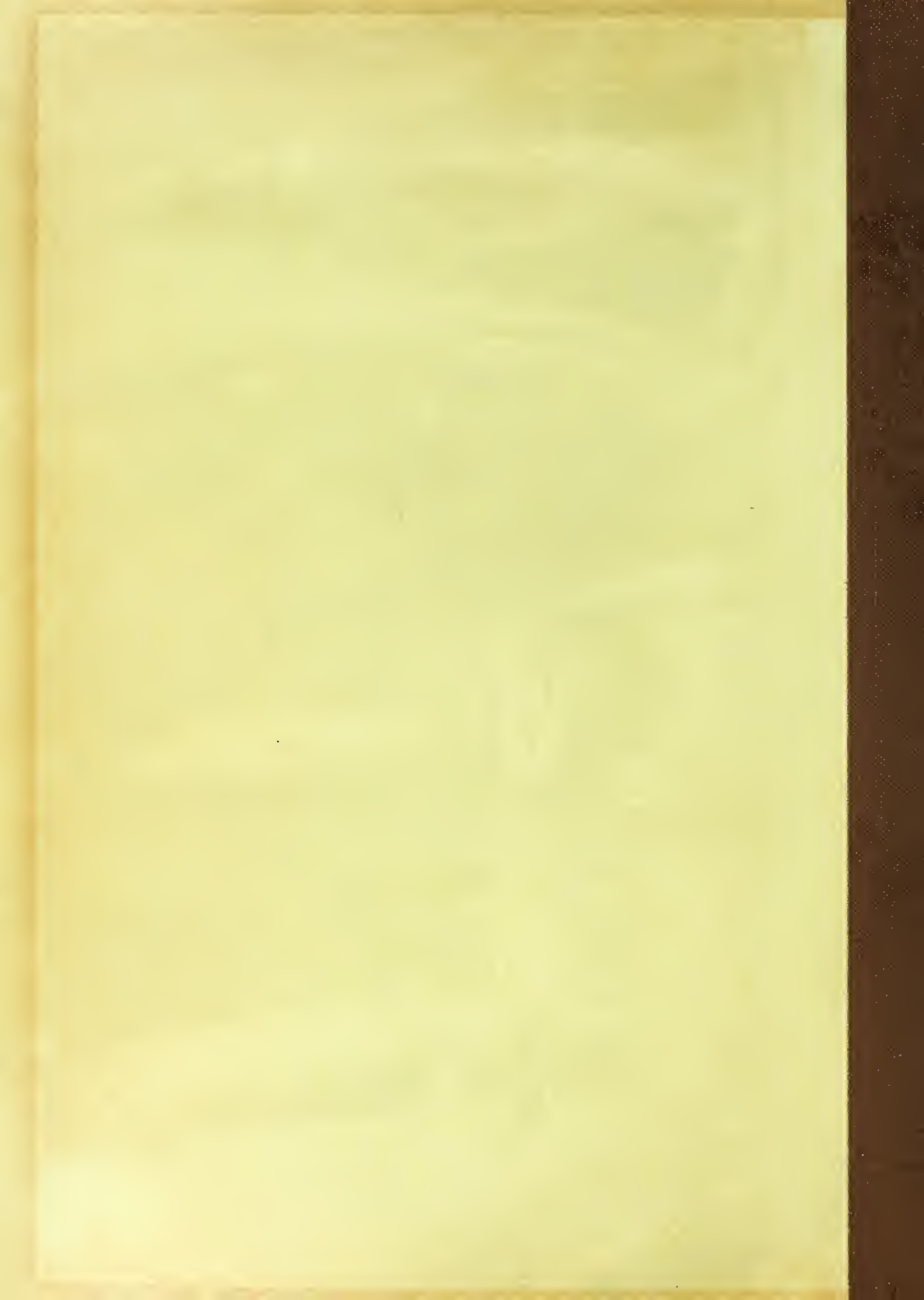


Gulf Intracoastal
Waterway

F386.1
W956g



GULF INTRACOASTAL WATERWAY

	PAGE
St. Marks	1
East Pass, Dog Island	5
St. George's Sound, Carrabelle	6
St. George Island	7
Apalachicola Bay	8
Apalachicola River	9
Apalachicola	11
Gulf, Franklin, Calhoun, Liberty Counties	17
Trip Up the River	18
Overland-Inland Water Route	29
Panama City	30
St. Andrews Bay	32
West Bay, Choctawhatchee	33
Camp Walton	36
The Narrows	37
Fort Pickins	38
Pensacola	39
Harbor History	41

F386.1
W9568



Digitized by the Internet Archive
in 2019 with funding from
University of Florida, George A. Smathers Libraries

<https://archive.org/details/gulfintrawaterwa00rams>

GULF INTERCOASTAL WATERWAY

F386.1
W956g-2
noted
Tallahassee
West Soc.
miles

ST. MARKS, (217 pop. 1930 census) is a village on the north bank of St. Marks River, one half mile above the junction with Wakulla River, a stream that empties into the St. Marks River from northwestward at a point about five miles north of the Gulf. The S.A.L.Ry. runs a spur into the town and county graded roads connect with Wakulla town and other points.

The principal industry is fishing and a local manufacturer builds the boats for the followers of the trade. Two marine railways, capable of handling boats up to 80 feet long, and a machine shop, together with other facilities for boat repairs are available. Gas, oil, ice, provisions and freshwater can be obtained but of course in limited quantities. Diesel oil, fuel oil and other supplies can be brought on short notice from Tallahassee.

A post office, general store, telephone, telegraph and small enterprises compose the business life of the village; accommodations are scarce. Fishing guides and cruising boats specially equipped for gulf fishing can be hired to go after the many big game fish found in the outside waters.

There is a boat landing about 1000 feet long on the river front and good anchorage can be found at Spanish Hole, so called because in Spanish possession era, the boats of that nation gathered here outside of the mouth of the river. Approach to the anchorage should be made carefully for there are numerous oyster bars in the vicinity. Depths of 10 to 19 feet are found in the channel and at the anchorage, with shallow water close to on all sides. There is a conspicuous wreck on the north side of Spanish Hole, and St. Marks Light #1 is at the southwest side of it. This anchorage is further identified by the St. Marks Lighthouse, a white conical tower with dwelling attached, built in 1831 and rebuilt in 1867. It is 82 feet high with a 490 candle power lamp, visible

for twelve miles. For purposes of checking the course, the latitude is $30^{\circ} 34' 5''$ and Long. $84^{\circ} 10' 7''$. Local pilots for the river can be secured by phoning from this light. St. Marks is one of the oldest settlements in the state. It was founded in 1718 by Don Jose Primo de Riberial and was merely a fort for protection of the Apalachee Indians. The place became a trading post, Indians exchanging furs and commodities for other goods. The first important event, after its founding, was the capture from the Spanish of the ^{fort} in 1799 by William Augustus Bowles. Bowles was an active trouble maker, connected in more than one capacity with affairs in Florida for some years. He was a native of Maryland and entered service in the British army at the age of thirteen. The next year he served as Ensign in Jamaica. Soon after he was sent to Pensacola with his regiment but for some act of insubordination was deprived of his rank. Having no mind to submit to discipline, he threw his uniform into the sea, and betook himself to the Creek country where he soon learned the language of the Creeks, married one of their women and became a great favorite with them. At the head of a band of Creek warriors he set out against the Spanish fort. However, it was soon recaptured by the Spaniards and Bowles taken prisoner. In 1818 Andrew Jackson marched into Florida to punish Seminoles for depredations on Georgia settlers. Hearing that Spanish agents at St. Marks had encouraged Indian hostilities, Jackson took the place and with it Alexander Arbuthnot, a Scot trader and friend of the Indians. Arbuthnot and a Britisher, Robert Armbrister, were later hanged on Jacksons orders.

When in 1821 the treaty of the purchase of Florida had been approved by Spain, St. Marks became a part of the United States. By 1836 a railroad had been built and St. Marks became one of the greatest cotton shipping ports of the south. This railroad, the first to be built in Florida is said to be the third road constructed in the United States. Originally it ran to Port Leon,

two miles N. of St. Marks but in September 1843, when the town was destroyed by a hurricane and tidal wave, the bridge across the river collapsing, the road was extended to St. Marks and horse-drawn cars were used. During the Civil War, the railroad became an important factor. The Port of St. Marks was blockaded by Union Boats; Federal troops were landed at St. Marks Lighthouse and for some time the town saw much military activity.

Previous to 1861, the commerce of St. Marks was quite extensive. Large quantities of tobacco, naval stores, lumber, hides and furs were shipped in addition to about 40,000 bales of cotton annually. These exports originated in southern Georgia and middle Florida. Vessels cleared for coastwise points, New York and foreign ports and 5 pilots, licensed by the state, were constantly employed on the river.

March 1868 saw the business section of the town destroyed by fire, 6 warehouses, a cotton press, an icehouse and a long pier being consumed by the flames. With the building of more and better railroads, greatly aided by improved roads, shippers and producers gradually leaned towards faster transportation methods. Sailing ships could not compete with steam railroads and St. Marks lost its value as ^a shipping port. Today very little freight is moved by water from this once flourishing port, a few bales of cotton destined for New Orleans being shipped by growers located in the lower section of Wakulla county.

The St. Marks River is crooked and narrow but there is plenty of water so that navigation is not difficult. One half mile S. of the city, where the Wakulla River joins, the stream is more than ten feet deep, caused by the tremendous flow coming from Wakulla Springs, ten miles up stream. Small boats are able to go up this Wakulla River direct to the spring but a fixed highway bridge prevents larger boats from making the trip, owing to insufficient



head room under the bridge. The overflow from the spring is naturally clear and marine vegetation can be seen swaying in the current. To observe this flora in all its glory, a simple "water glass" can be made from an ordinary pail. The bottom is knocked out or cut out and in its place a sheet of glass is cemented. This must be watertight so that when the glass-bottomed pail is pushed into the water, no water can enter. The pail in this manner becomes a telescope. When a person holds his or her face close to the top of the pail, excluding as much light as is possible, the bottom of the river can plainly be seen. The sun's rays, penetrating the water, light up the scenery that is radiant with color, bringing out in bold relief each frond, branch and submarine flower. Fish can be seen swimming in this clear stream, and when viewed through this "water glass" seem to be near enough to be almost touched by the hand.

The banks of the river are very marshy and are frequently cut into by small creeks and bayous, where white herons and crane can be seen, scouring the shallow water for food.

Three miles below the city, on the (L) is a point of land called Three Mile Point and the stream broadens to more than a half mile. Depths up to 25 feet are found in spots. Opposite the 4 mile point is a bayou called, and quite appropriately so, HUNTING BAYOU. This stretch of water and the land surrounding it are favorite with hunters who seek ducks, marsh-hens and other aquatic game birds. On the left, a half mile farther S. is Big Bayou, equally well known as a sportsmans paradise.

Kan and can bacys, and there are plenty of them, mark a winding channel past Indian Point, (R), a stretch of marsh, (L) and finally past Sprague POINT (R) to a point opposite St. Marks Light on the left shore. About 1500



yards W. of the lighthouse is a lighted beacon, flashing every two seconds.

Here the course is due S S E for two miles towards a lighted red beacon, also flashing every two seconds. Then begins a 12.5 m. reach in an almost southerly direction to nun buoy #4 where a W S W course is held for 11.2 m. to a whistle buoy. The helm is put over a few points to head a little more westerly for 19 m. towards a buoy flashing white at the southern entrance of EAST PASS.

This is the only outside piece of water to be negotiated at this time and will be eliminated when the inside cut has been finished ^{some time in 1939} by Government engineers.

East Pass has from three to five fathoms of water (21 to 30 feet) but the channel is subject to change. Buoys are shifted as often as possible to show the best passage. About 5 m. E. of the S. entrance to East Pass, the western tip of DOG ISLAND is passed. This island is about six and one fourth miles long and about one mile wide at its broadest point. The greater part of the island is heavily wooded but the western end terminates in a white sand spit. On the northern side of this spit is good anchorage in 20 feet of water, with soft bottom.

Dog Island is uninhabited and the heavy growth of grass between the trees and bushes enable a large herd of wild goats and droves of semi-wild hogs to find excellent forage. Snakes are said to be plentiful on the island.

Off the coast of Dog Island, during stormy weather, Cuban fishing boats are allowed to anchor but, owing to government regulations, if any members of crews of these boats go ashore to Carrabelle, then anchorage charges must be paid. As long as crews do not leave vessels during the stormy period, anchorage is free.

Salt water fishing is excellent and Tarpon can be caught here in quantities.

(C

(C

Snappers, mullet, redfish, blues and other species furnish entertainment for the sportsman and a source of income to the market fisherman.

Early in 1838 a lighthouse was built on Dog Island and after a five year period had to be rebuilt (in 1843) and again in 1852. This lasted until the hurricane of Sep. 19th, 1873 when the entire structure was destroyed. It was not rebuilt and the ruins are visible on clear days when the water is quiet. Hundreds of fish swim in and out of the wreck. History records much damage caused by high seas and hurricanes, the water constantly threatening to undermine the foundations. As late as 1899, twenty schooners were wrecked in one year during storms off this island.

Right from the western tip of Dog Island, five miles across St. Georges' Sound, as this body of water is known, is the town CARRABELLE. The course is in a N. by E. direction towards the red flashing buoy at the mouth of a dredged cut leading to the town. Timber Island splits the mouth of the river and the eastern arm should be followed. Opposite the town, the river channel is narrow and the ebb tide strong; careful maneuvering is necessary when docking.

Carrabelle, (980 pop. 1930 census), is a former lumber shipping port. Fishing, naval stores and pulpwood are the leading industries today. Owing to its close proximity to excellent bathing beaches and fishing grounds the tourist and vacationist trade is increasing, good accommodations are available to the public. Rooming and boarding houses, a modern hotel and private homes cater to those who wish to stay overnight or for longer periods. Hunting and fishing guides can be hired and pilots who know the Carrabelle and Crooked River routes can be found. Both of these rivers are shallow in many places but boats can go up these streams for some distances. In the spring when freshets raise the water level, deep draft boats often make the trip from St. Marks to Carrabelle by this inland route. However, the United States Army Engineer Corps expects to start dredging Crooked River in the fall of 1939, to complete the work in one year's time. This will provide a channel nine feet deep and one hundred feet wide, at mean low water stages.

Distillate, gasoline, oil, fresh water and some supplies can be bought. Limited repairs can be made and small boats hauled out.

Before the highway, State 10-US 319, was cut through, the greater portion of travel was by boat, providing safer and swifter transportation than by the rough roads through timberland and swamps. Boats of every description could be seen along the Carrabelle waterfront. Now express cabin cruisers, small sport sailing boats and the fisherman's sturdy work boat share the piers with the weekly steamers that connect with Apalachicola, Panama City, Pensacola and Mobile. Bus lines on land connect with all points North, south east, and west and the S.A.Ry. has a branch to Tallahassee.

Day and night storm warnings are displayed on the bluff near the mouth of the river, one half mile S. of the town. Information regarding the surrounding waters can be obtained here. Fishing for snappers, blues, crevalle, panfish and tarpon furnish much sport not only in St. Georges sound but also in the open waters of the gulf. Spongers can occasionally be seen, gathering boat-loads from nearby shoals.

West of Dog Island, about 300 yards N. of the last can buoy (C9) the course shifts to SW by W. one-fourth for 6.6 m. to a flashing buoy. On this reach St. George Island is on the (L), extending westward for slightly more than 20 miles. It is densely wooded except the eastern end which is a low barren sand-spit. This heavy vegetation offers good protection to all craft plying the sound and during a heavy blow small boats can find refuge in the several gaps and bays along the N. shore.

The seaward side is blown into high parallel sand dunes, rising in some places to 30-40 feet above the beach. Behind these are pines with occasional hammock land, salt marshes and shallow flats forming the shore.

On the mainland side is a white sandy beach, studded here and there with homes, roadside filling stations and the like. The highway, in spots, runs close to the shoreline and often automobiles can be seen from the water. There are no regular towns or small settlements along this stretch of 17 miles of water from Carrabelle to EAST POINT, on Apalachicola Bay and the only relief from an otherwise monotonous sail is the slightly rolling country scenery. ROYAL BLUFF, MARSH POINT, AND GREEN POINT can be picked out of the landscape picture if chart #182 is used.

Opposite Green Point is the flashing beacon that is the end of this particular reach for here the route changes to S. by W. three fourth, W. for two miles, towards a red-flashing beacon, and then it ^{is} / W. one half S. two and one quarter miles to Nun #4, east of HULLHEAD SHOALS. Bearing R, Nun #6 and range



lights show the direction of a dredged cut with 9 feet of water. At Nun 6 the route is to the (L) towards Nun 8 for 5.5 m. and then almost exactly due W. 2.2 m. to the Apalachicola channel light. Bounding this light and heading N, the cut is followed to the city of Apalachicola. South of this light is the UPPER ANCHORAGE in nine to 12 feet of water with soft mud bottom; E. and W. of the light are extensive oyster beds while to the southwest are many bars and many shallow spots also planted to these luscious bivalves. That area reserved for anchorage is shown on Chart 183 which should be consulted, when navigating Apalachicola Bay.

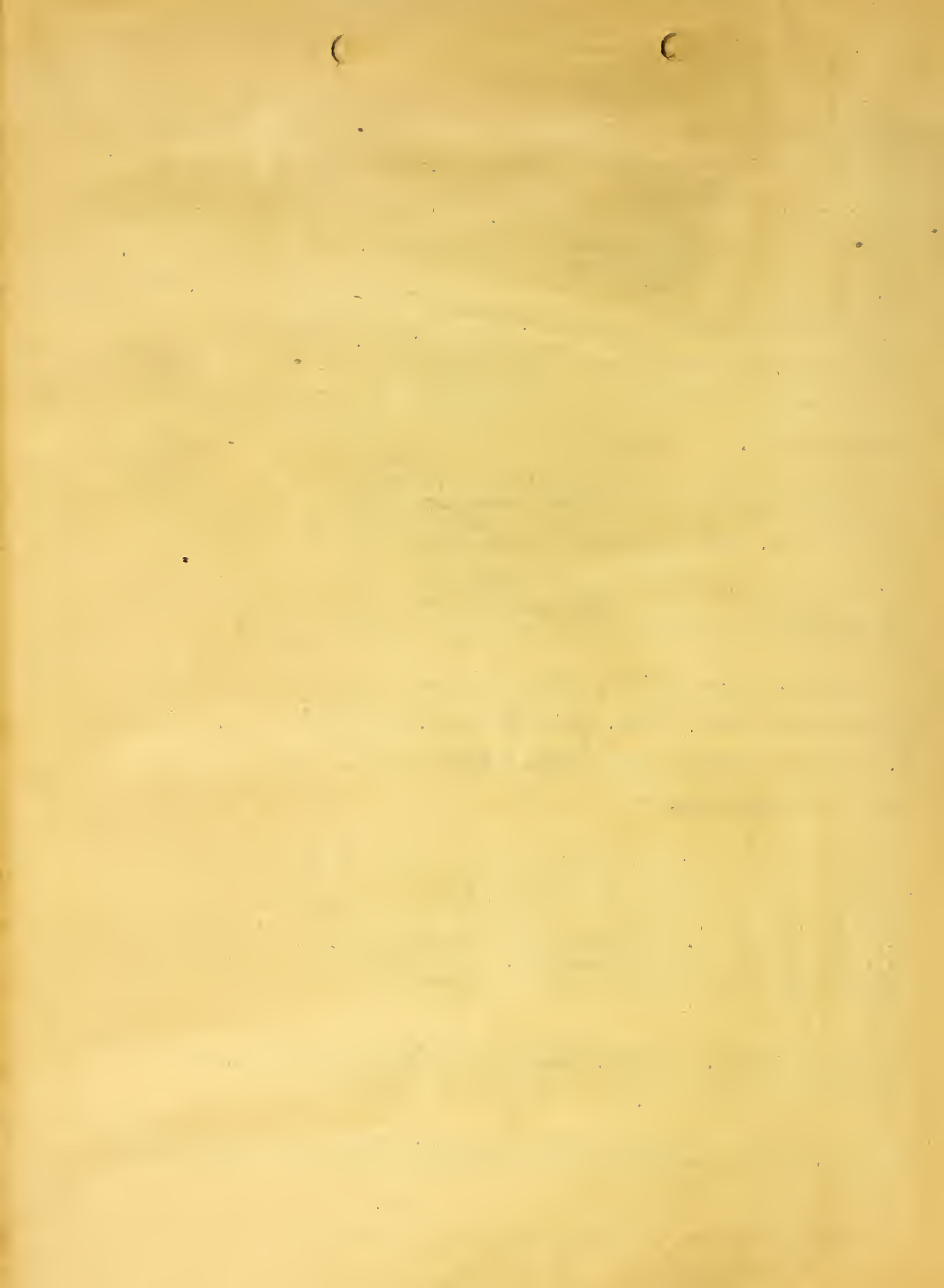
Apalachicola Bay is no small body of water, being from three to six miles wide in places. Although protected to some extent by the chain of islands on the southern side, a strong blow can kick up a nasty sea and many small sloops and schooners have been piled up on the beaches or sunk in the bay.

Cape St. George Light is a white tower 73 feet high showing a fixed white light visible 14 miles at sea. It stands in Lat. 29-35-18N and Long. 85-02-52 W. Seagoing vessels keep eight miles offshore on account of shoals reaching out southward from the cape.

On a course SW by S. from Apalachicola channel light, for about seven miles, in line with Cape St. George Lighthouse, into the Lower Anchorage, then NW for 4 m. past Sand Island, lies ST. VINCENT'S ISLAND. This island is about 8.5 m. long and 4.5 m. wide, narrowing to a sandspit at its western end. Along the N. shore and on the S. are Indian mounds of shell that have been explored by C.B. Moore of the Smithsonian Institute. His account of skeletal and archaeological finds is contained in reports to the institute and many libraries have these reports on file.

St. Vincent's Island, with a population of two families is covered with a dense growth of magnolias, live oaks, palms and much natural grass growth. Fine fresh-water springs are on this island and a good sized stream flows into the bay from the eastern shore.

It was made famous as a game preserve by Dr. R.V. Pierce, patent medicine manufacturer. It is estimated that there are more than 2000 deer, a large number



of wild boars, and wild turkey roaming this island and it is also the feeding ground of large flocks of wild duck and geese, snipe, quail and thousands of squirrels. Other small game animals are also protected here.

In the early days when Florida was a Spanish colony, Franciscan monks braved the perils of the wilderness to carry gospel tidings to the Indians in this vicinity and they named this island after one of the patron saints. This island was originally included in the Forbes purchase, and Col. R. J. Floyd seems to have been the first individual owner. Gabriel Floyd, his son, married Sarah Gorrie, daughter of Dr. John Gorrie, inventor of artificial ice (see APALACHICOLA). Gabriel Floyd, later a captain in the Confederate Army was killed in battle in Va. Col. Floyd conveyed the island to Col. Hatch, who at the time was Mayor of Cincinnati, Ohio. Col. Hatch sold the island to Col. E. P. Alexander, president of the Ga. Central Ry. later sold to Dr. R. V. Pierce, father of the present owners.

During the Civil War the island was fortified and used as a garrison. Several hundred men were stationed there and a few, upon their deaths, were buried on this island. Col. Floyd and Col. Hatch were also buried here and their graves may be visited. An old fort, although somewhat reduced in height by the elements is still in evidence. One of the old houses has a scar caused by a shell fired by one of the Federal Gunboats.

After negotiating Apalachicola Bay, the channel leads to the city Apalachicola where the Gulf Intracoastal Waterway begins at this time. The city is on the Apalachicola river and is an important shipping point. This stream is formed by the junction of the FLINT and CHATTAHOOCHEE RIVERS that rise in Georgia. Its entire length is 98 miles from the junction to where it flows into Apalachicola Bay. Narrow in spots, it branches out into lagoons in some instances a mile wide, and traverses a region much frequented by sportsmen who enjoy the hunting and fishing in this area.

From earliest historical times, long before it became the dividing line between British East and West Florida, the river has been known as a waterway that served many miles of interior country. The old Creek Nation Indians of the upper country believed the stream and its tributaries flowed into the "Land Beyond".

From 1715 runaway bands of the original Creeks were called SEMINOLES, and, finding the river with its wooded banks, its numerous oyster beds and a plentiful supply of fish to their liking, settled in contentment near the shores

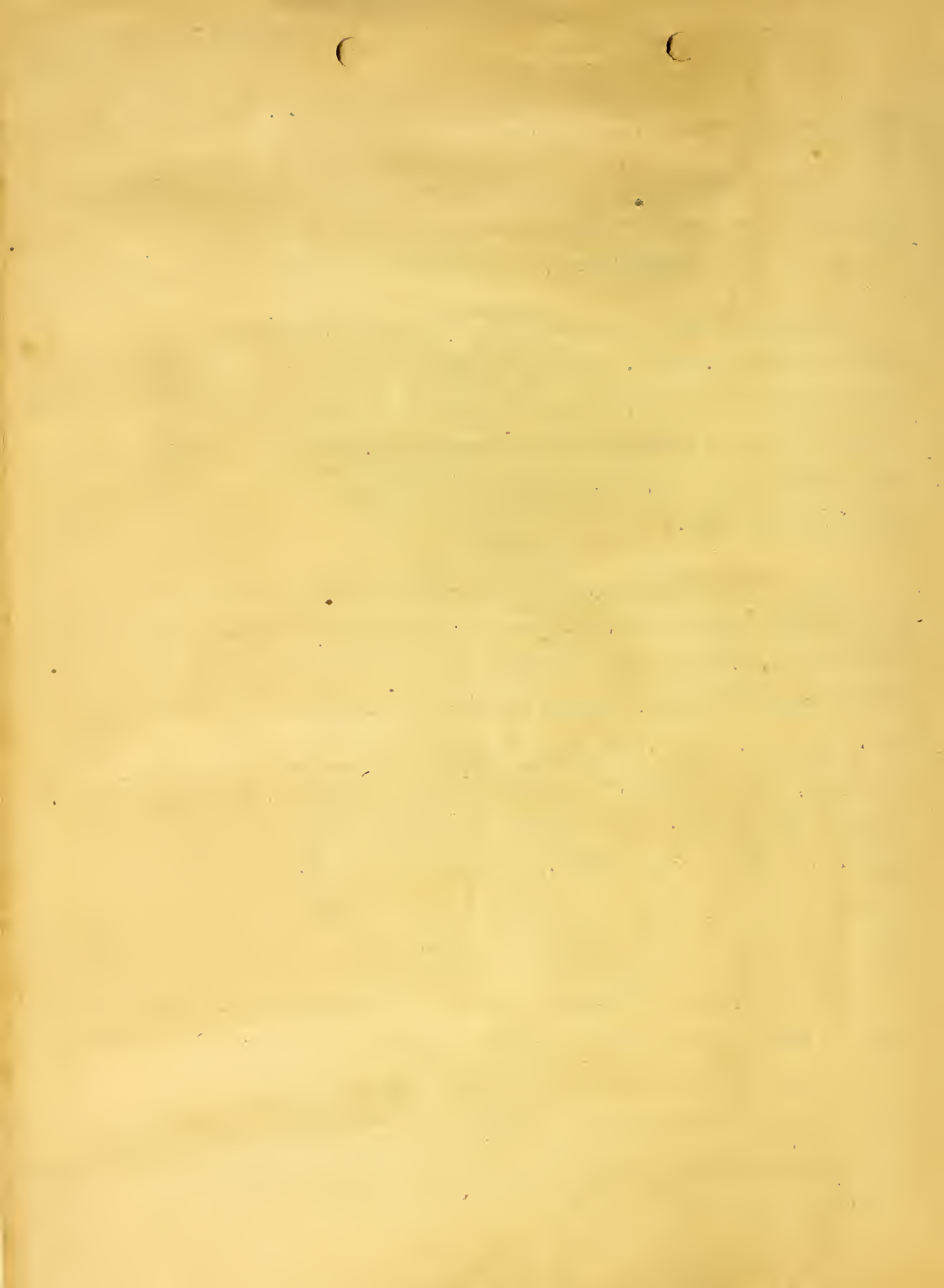
of the stream and the Gulf.

The number of aboriginal mounds near the mouth of the river and along the Gulf shore in both directions show that there were tribes of Indians living in this area along a natural harbor, bays and series of islands.

Both shores of the river contain heavy stands of oak, magnolia, maple, hickory and other hardwoods. Farther back into the country are enormous stands of long leaf and slash pine, while up the river a few miles above BLOUNTSTOWN is the only stand in Florida of the rare *Torreya* tree, also known as Stinking Cedar and Gopher wood, and thought to be the same as the Cedars of Lebanon mentioned in the Bible.

Owing to its sloping banks, subject to overflow during the so-called spring freshets from January to June, there are no settlements along the river edge, the city of Apalachicola being the most important at the lower end while River Junction occupies a similar position on the other end, near the Georgia State line. There are, however, numerous landings and small piers and in some cases more slides built of timbers, used to load barrels of turpentine and resin aboard the small river packets. A few sawmills with logbooms can be seen along the shores. The products of the forest, including railroad ties, are loaded at the landings and taken down river to Apalachicola to be transported by larger vessels and railroads to other parts of the country.

While at ordinary river stages a depth of six feet is available, the spring tides add much more water to the stream and boats with more than six foot draft have been known to make the 100-mile trip up the river. How high the water rises during the months from January to June can be seen along the river banks where "hightide" marks in some places show as much as 12 feet above the natural banks. The river is tidal for only 25 miles above its mouth and the current



is principally ebb.

The Apalachicola Northern railroad bridge crosses the stream about 4.5 m. above the mouth and another crosses one mile south of US 90, approximately 96 miles N. of Apalachicola.

The Gulf Intracoastal Waterway follows the Apalachicola River for approximately five miles from its mouth to where the Jackson River (L) joins and in this portion of the route the controlling depth is nine feet. North of the junction the Apalachicola has a dredged channel 100 feet wide and six feet deep to the Georgia State line.

Apalachicola: Having come westward through St. George Sound and negotiated the US 319 highway bridge, the city of APALACHICOLA is seen on the (L). It is the county seat of Franklin County and in 1930 had a population of 3,143 persons of whom 65% were white and 35% colored. The 1935 census shows that this figure had increased to 3,730, being divided into 2,224 white and 1,506 colored.

Fishing is the chief industry of the city, oysters, shrimp, mullet, snappers and other seafood bringing in one million dollars annually. Naval stores, lumber, crushed oyster shell and tupelo honey transactions amount to another \$700,000 each year. In addition, pulpwood, in recent years, has been adding many more thousands of dollars to the above income. There is a small amount of sponge gathering by Greek and Italian spongers carried on off Dog Island, S. of the bay, and brought to the city for reshipment to Tarpon Springs to be marketed there.

Apalachicola has adequate transportation by water, rail, and bus. River steamers make regular trips, carrying freight and passengers, connecting by way of the Sound and the Gulf with Panama City, Pensacola, and Mobile. The

Apalachicola Northern railroad connects at River Junction with three trunk lines, and bus lines to Port St. Joe connect with lines reaching all points in Georgia and Alabama. Other busses to Tallahassee give frequent connections with points N. and W.

Hotel accommodations, restaurants featuring seafood in all styles, good stores and entertainment of many kinds are available and several interesting places can be visited. Sport fishing, of course, is the main year-round attraction. Bathing at the various beaches is unexcelled for there is no swift dangerous undertow in the bay or Gulf waters.

There are dozens of Indian mounds in the vicinity, near the city, on the bay and on St. George Sound. Some have been explored by scientists of the Smithsonian Institute and relics of aboriginal inhabitants have been recovered. Other mounds, overgrown with trees and vegetation still await the shovel and riddle of the archaeologist. A list of these mounds and the various relics recovered is contained in a book written by C. B. Moore, eminent archaeologist. The title is Certain Aboriginal Mounds of the North West Florida Coast: this volume may be found in the larger libraries and is well worth reading. The Smithsonian Institute for a number of years had a steamboat named Gopher stationed near Apalachicola for the exploration of these mounds and the relics recovered can be seen in the institute museum in Washington D. C.

An Indian canoe more than 50 feet long, made from one huge cypress log, was in recent years brought to the surface by lumbermen who were salvaging sunken sawmill logs. The canoe showed the usual expert workmanship, considering the crude tools used by the builders. Although extremely narrow compared with its length, the craft was found very seaworthy on the water. This canoe is now in the museum at Gainesville, Florida where it can be seen.

Seafood packing houses where oysters and shrimp are canned can be visited.

Here the entire process, from the time the boats arrive with their hauls of these sea delicacies, until the final sealing of the cans, can be watched. In other plants the raw shrimp, after a cleaning process, the oysters in the shell, the mullet, and snappers can be seen packed in barrels with plenty of crushed ice and then rushed to the express and railroad terminals to be shipped to northern terminals.

In addition to the seafood packing plants, the visitor can go to the large factory where the lumber for cigar boxes is produced. Several kinds of hardwoods that have been rafted down the river can be seen coming up out of the water, sawed into short lengths and then fed into slicing machines or huge "gangsaws" that quickly convert ordinary logs into thin slabs or slats, varying from one-eighth to three-eighths inch in thickness. Other machines dress down the sides to required dimensions, to be followed by planers to remove all roughness. These thin boards are then packed in bundles and shipped to cigar box factories located in or near cigar manufacturing centers in all parts of the south. It is interesting to watch a plain log of wood turned into "cigar box shooks."

At the mouth of the river is the site of a fort built in 1705 by the Spaniards. This was destroyed by Alibam^m Indians and in 1719 a new fort was erected on the same spot. In the course of time this old fort was demolished and no trace of it remains today. In 1819 General Andrew Jackson established headquarters for a division of his army in Apalachicola while waiting for the transfer of West Florida from Spain to the United States. This actual transfer however did not occur until 1821.

Plantations up and down the river were specializing in the growing of cotton. There were no railroads in those days so the natural thing to do was

to ship by water. Small sailing boats and pole-propelled barges were soon crowding the river and the mouth of the Apalachicola was selected as a concentration point. This brought about the building of a small town called Cotton town and records show that Collector Jenkins was in charge of the Custom House of this port in 1824. Three years later (1827) the town was incorporated with David L. White, Charles S. Masters, Benjamin J. Buehl, and Martin Brooks appointed trustees. In 1832 a post office was established, Dr. John Gorrie, the inventor of artificial ice becoming its second post master. The Commercial Bank of Florida was incorporated with a half million dollars capital in 1833 and Dinsmore Westcott started publishing the Advertiser in the same year.

In 1836 the city of Apalachicola was surveyed and laid out into streets as found in present days.

Owing to its importance as a shipping point, a boom in real estate was felt in the newly created city and lots in desirable locations rose in value until one sale of two lots brought \$5,000 and another transaction was 84 lots being sold for \$182,000, more than \$2,150 per lot.

The Apalachicola Gazette started publishing in 1836, C. E. Bartlett being the publisher and the town was booming. So much cotton was sent to the town that warehouses could not provide the necessary storage room and it is said that bales of cotton were often piled high on the streets. The following year 38 ships cleared from Apalachicola and 80,000 bales of cotton were shipped. Two more banks, Franklin Bank of Florida, capital one million dollars, and the Marine Insurance Bank with one and one half million dollars capital were started and soon doing a rushing business. Growing by leaps and bounds, the town was incorporated as a city on February 2, 1839, and A.K. Allison, later elected



Governor of the State, became the first mayor. Trinity Church, one of the oldest in the State, was framed of white pine lumber in New York and brought in a sailing vessel to Apalachicola to be erected by local labor. The population of the city at that time was 2,050.

Housing situations at that time were acute and several buildings were carefully taken down in St. Joseph, a nearby town and rebuilt in Apalachicola. Among these was the house still standing at the corner of Market and C. Streets. This house also had originally been cut to dimensions in New York and shipped "knocked down" there to St. Joseph in 1838. During the Civil War a Federal gunboat shot a cannon ball completely through the house.

*le -
story
over
chase*
Cotton was still the principal export item and in 1843 shipments amounted to 125,000 bales.

It was in Apalachicola that Dr. John Gorrie, while experimenting to find a cure for pulmonary consumption, in 1850 discovered and patented the way to make artificial ice. He died on June 16, 1855 and is buried in Magnolia Cemetery. The Southern Ice Exchange erected a monument in his memory in Gorrie Square in the city.

A famous author, Dr. Alvan Wentworth Chapman, rests in Chestnut Cemetery after spending 50 years of his life in the city (1849-1899). A much loved practicing physician and a botanist of national fame, he wrote Flora of the Southern States, still regarded as a text book.

In 1860, the Apalachicola Chamber of Commerce, in an effort to have Congress make an appropriation to deepen the channel, stated, "We are the greatest depot of the State. We do more business than each and every portion of the State put together. This year we have done \$14,000,000 worth of business."

The city also played an important part in the Civil War, for in 1861 the fortifications were built at Apalachicola and a blockade was enforced by Federal vessels. The steamer Spray was outfitted for war by the Confederates and soon captured the U. S. Schooner William C. Atwater with 31 men aboard. Taken into Apalachicola, the prize was converted into a blockade runner only to be captured by the Federal Steamer Itasca.

During the Reconstruction period, farming being at a standstill, the people returned to cutting timber and cross-ties, boat building and the gathering of oysters. Others became fishermen and so from a cotton shipping port the city gradually developed into what it is today—a leading fish and oyster center with lumbering and naval stores a secondary industry.

A big fire in 1900, well remembered by old timers living today, wiped out practically the entire business section of six blocks (71 buildings) with an estimated loss of a quarter million dollars. Only a small portion was covered by insurance but as in other cities, this calamity later proved to be a blessing, for new buildings took the place of burnt ruins and optimism prevailed. A municipal electric light plant was built in 1928 and the State highway was brought from Port St. Joe to the city. Free ferries across the bay from Apalachicola to East Point were inaugurated in 1932 and the following year a loan for the John Gorrie bridge was approved June 8, 1933 at Washington, D. C. Work started on this bridge in 1934, being completed November 11, 1935.

Today Apalachicola is a thriving city, with modern business establishments, good docking facilities for river boats and yachts, with good anchorage outside near the western end of Dog Island, in 20 feet of water. A relief station of the United States Public Health Service is maintained in the city and Custom Offices are located in the post office building.



Being an important port on the Gulf Intracoastal Waterway, marine supplies of all kinds are readily available along the waterfront. No charge is made for dockage and fresh water is free.

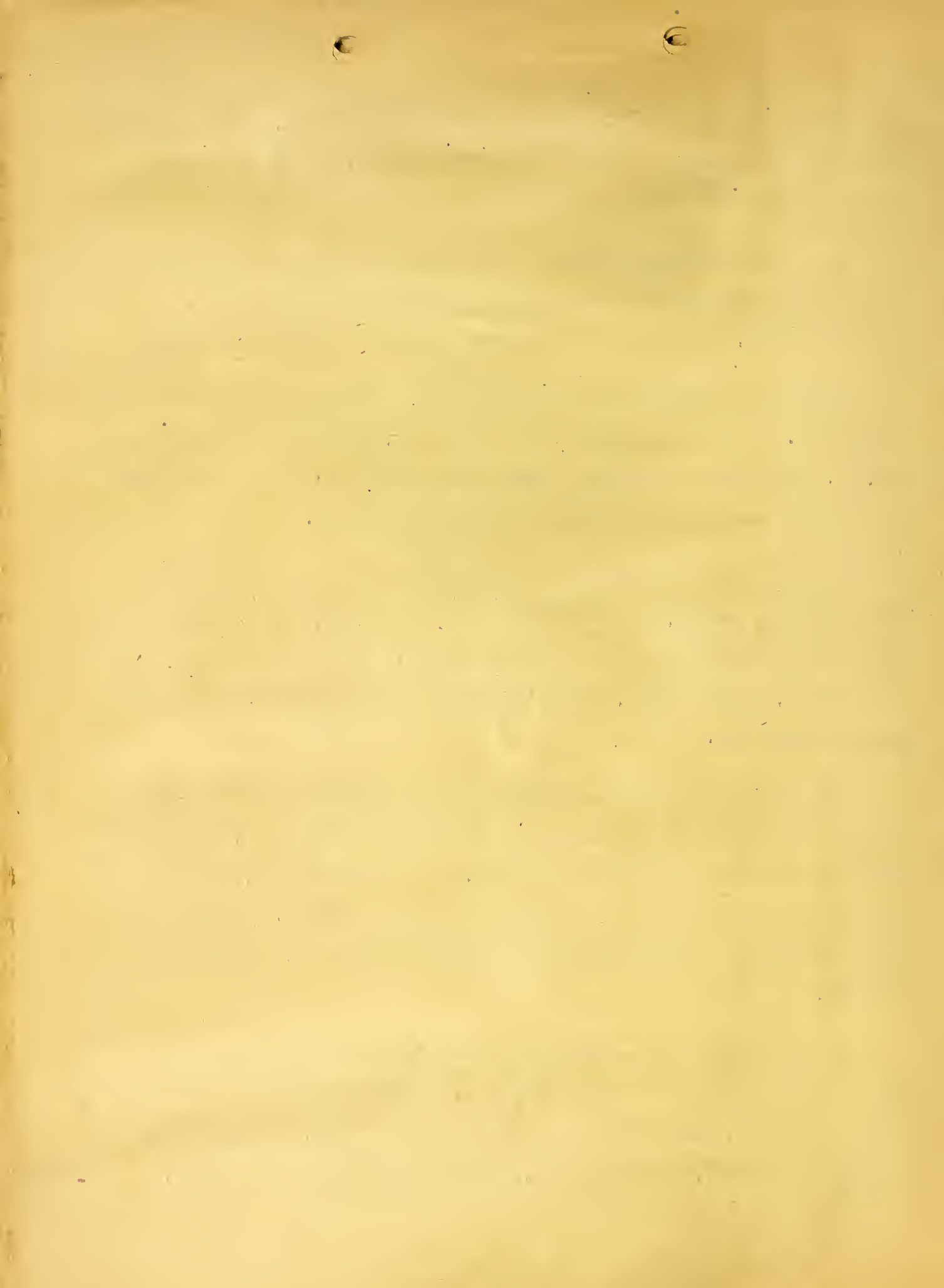
The Apalachicola River divides Gulf and Franklin Counties on its lower reaches whereas the upper stretch separates Calhoun from Liberty County. Sparsely settled, there are but few towns of any size near the river banks.

Gulf County is noted for its tupelo honey that has the distinction of never granulating. In normal years the county produces 2,000 barrels of honey worth \$50,000. Blueberries and Satsuma oranges do well here; all kinds of field crops can be grown successfully and fruit orchards are increasing.

Franklin County depends more on its naval stores and lumber industries than it does on farming, yet a decided increase in poultry, live stock, and dairy production has been noted in the last decade. Several truck crops, among them cabbage, Irish potatoes, and strawberries seem particularly adapted to the soil of this county.

Calhoun County has 20 sawmills and a score of turpentine distilleries. On account of the excellent clay found in many parts of the county, brick kilns have been operated here since earliest days. As a matter of fact, there is still today a landing on this river known as Brickyard Landing. The greatest single attraction of course is the region known as Dead Lakes, a sportsman's paradise.

Liberty County is not so fortunate for much of its area is included in the Apalachicola National Forest reservation. There are many fruit orchards, all small in size, but furnishing a living for their owners. Turpentine operations and sawmills, Satsuma oranges, bee-keeping, raising of live stock,



and poultry farming are the chief occupations of the approximately 4,000 inhabitants of the county.

A trip up the river will disclose farms and groves scattered back from both banks, but the oftenest seen, other than the everchanging scenes of hardwood trees, are the so-called "landings" where the naval stores and forest products are loaded aboard barges and boats.

As Apalachicola is left astern, the craft is headed in a northwesterly direction for five miles, at which point the Apalachicola Northern railroad bridge crosses. West of the bridge is the mouth of Jackson River, part of the Intracoastal Waterway system. Keeping on a northward course, the route follows the river channel and at about one mile N. of the junction, the mouth of the St. Mary's River is seen on the R. Dead ahead is an island, about one and one-half miles long, heavily timbered.

On the R. at this point is the southern tip of the Apalachicola Forest, an immense tract of land under the supervision of the U. S. Forest Service. This forest contains 276,595 acres of land, the greater portion being in Liberty County with only a small section along the river bank in Franklin County. Both the flatwoods area and the hardwood belt along the river banks have been cut over and burned several times, yet enough seed trees remain to restock this forest. The entire reservation is used for experimental work in the production of naval stores and lumber. Slash and long leaf pine trees are the chief stand.

About four miles N. of the river bank is an area locally known as TATE'S HELL. It is an impenetrable swamp with undergrowth so dense that it resembles some of the famous African jungles. Covering an area of about 80 square miles, it is the home of every known Florida species of wild animals. On a trip into the swamp it is a common sight to see bears and wildcats and to hear the blood



curling scream of the panther. Once heard, this scream is never forgotten. It is said by natives living near the swamp and who have hunted there for many years, that the brush and undergrowth in spots is so thick that it is 25 to 30 feet deep. They further state that it is not an unusual thing, while walking in this jungle, to be 20 feet above the ground itself on top of this undergrowth. Deer have been killed at the usual shooting range and when reached, found to be 15 feet below the level of the hunter, the carcass dropping into a depression in the undergrowth.

There are many tales told about the horrors of Tate's Hell, some true, some legendary, but enough is known to convince the skeptical that the name is not altogether unsuited. There is an old legend that a Mr. Tate was last seen entering this jungle. He has never been found so it is believed that he was a victim of wild animals that inhabited the swamp...hence the name.

Traveling northward on the river, at the 9 m. point, the BROTHERS RIVER joins on the (L). It courses the western shore of Forbes Island, a wooded terrain about five miles long. Here the Apalachicola is nearly a mile wide, the water from the two streams blending with only small signs of eddies. Keeping to the (R), the yachtsman sees through the trees, isolated farms once prosperous cotton plantations with here and there a dandy or an old pipe-smoking "HARRY" on the river banks dangling a fishing line from the end of a long cane pole, while to the everyday person this river trip may be just another monotonous sail, to the lover of nature it holds many thrills. The sweet song of mocking birds, the harsh call of herons, the many wild flowers, trees, and vegetation of all kinds, each in itself serves to shorten the hours. The camera enthusiast has plenty of opportunity to snap scenes around bends, along shore or dead ahead, preserving mementos that in later years will bring back memories of a delightfully lazy river trip.



At about 15 miles on the (R) bank is old FORT GADSDEN LANDING, where more than 100 years ago the sound of heavy guns of U. S. ships bombarding a fort, resounded and made the woods ring. It was here that the old NEGRO FORT was located.

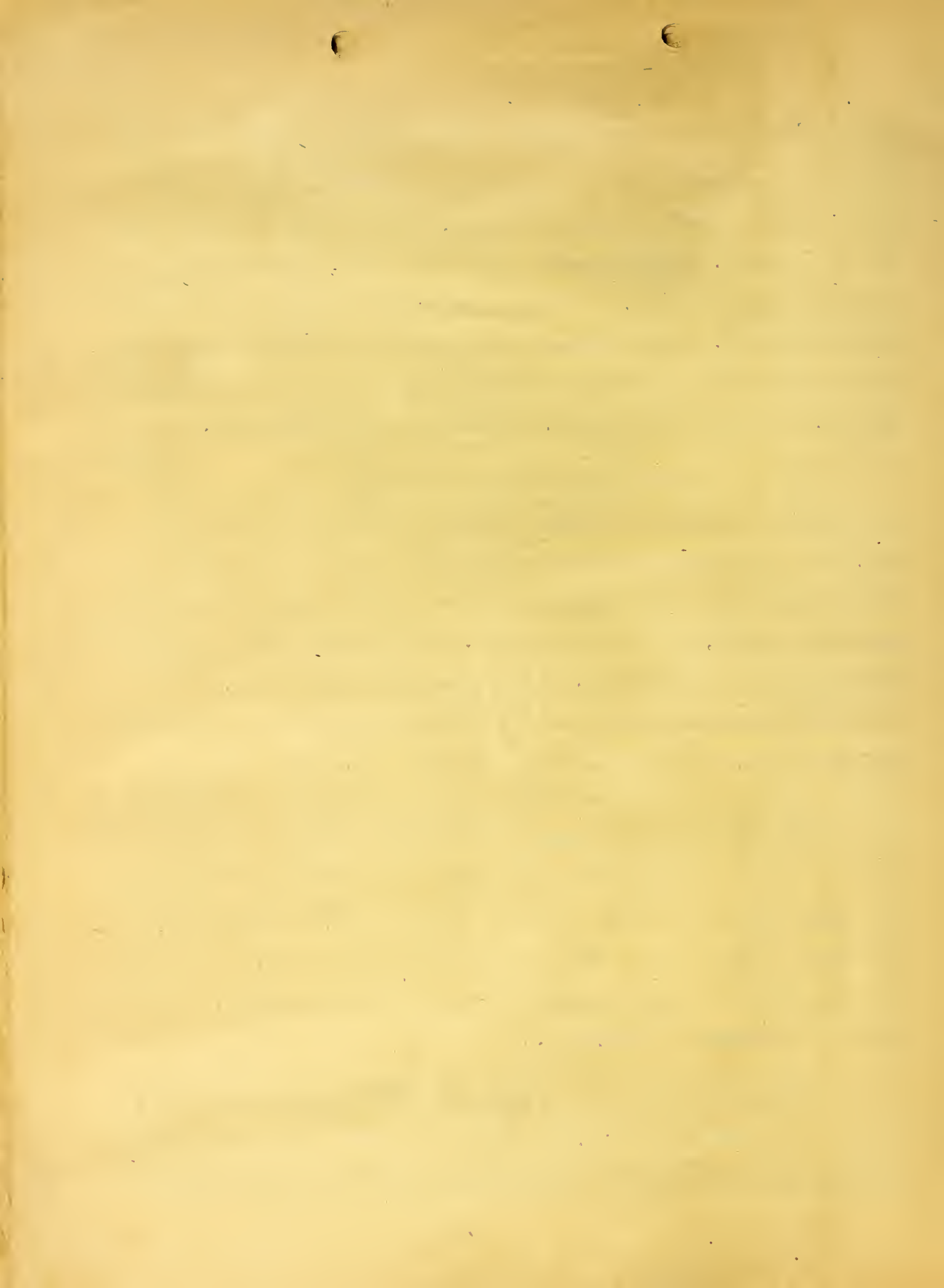
Spain was then the owner of all Florida, with a stronghold located at Pensacola. General Andrew Jackson was chasing Indians in lower Georgia which was then American territory. Fleeing S. these Indians found refuge in Florida and near Pensacola. English and Spaniards welcomed these refugees as allies. Cutler's History of Florida states that "In August 1814, the Spaniards allowed Pensacola to be occupied by a British fleet under Capt. William H. Percy, with about 300 marines commanded by Lieut. Col. Edward Nicholls, and it is said that the Creeks who had escaped General Jackson were drilled by them in British uniforms on the streets of Pensacola. Before the American General could reach the British forces there, the commanders had departed with their Indian allies and 100 Negroes belonging to the Spanish residents of Pensacola.

On the eastern bank of the Apalachicola, they built a fort on the spot afterwards occupied by Fort Gadsden. Primarily, it was to be a refuge for runaway Negroes and Indian refugees. Two large magazines were also constructed and filled with ammunition, and 5,000 stands of arms deposited for use in a war against the frontier settlements of Georgia, Florida, and Alabama. How and why it was destroyed is thus told by Dr. Edwin L. Green in his history of Florida: "Even after the war of 1812, British agents continued to incite the Seminoles to commit depredations on the lower Georgia and Alabama settlements. And the fort built by Percy and Nicholls became an obstruction to navigation. This refuge for Indians and fugitives was known as the Negro Fort and was under the command of a Negro named Garcia. In August 1816, Colonel Clinch, 150 miles up the river at Fort Crawford, was notified that supplies were to be

conveyed up the river to him; and that in case opposition was made by the Negro Fort to the navigation of the stream, it should be reduced. Learning of the arrival of the provisions at Apalachicola Bay, Colonel Clinch set out down the river with 116 men. On the way he was joined by a band of Creeks who were marching to attack the fort, and another body of these warriors increased his force the next day. From a prisoner he learned that the Midshipman Luffborough and four men had been sent from the transports into the river after fresh water, and that, attacked by the Seminoles, only one man of them had escaped.

A part of the Indian allies were stationed near the fort to keep up a harrassing fire and shut off communication with the outside world; a second body, with a detachment of American troops went to the rear of the fort, and on the opposite bank of the river a battery was stationed below which the gun-boats took position, coming up from the bay. Over the fort floated a red flag, the British Jack waving above it. The garrison opened fire at once, but so effectivly was it answered that at the fifth discharge a hot-shot struck one of the magazines, exploding it, and blowing up the fort, which besides 100 warriors contained 200 women and children. Not over 50 escaped the explosion. Garcia and an outlawed Choctaw chief were tried by the friendly Indians and condemned to death for the murder of Midshipman Luffborough and his companions. The Spanish Negroes were handed back to the Spanish agent, and Colonel Clinch took charge of the slaves who were runaways from American owners. One hundred and sixty barrels of powder were secured from the uninjured magazine, besides property to the amount of \$200,000".

The destruction of the Negro Fort opened communication with New Orleans, by way of the Apalachicola River, and enabled the American force under General Gaines to protect the frontier settlement of southern Georgia and Alabama, as



well as the scattered settlers of Northern Florida, still under Spanish protection.

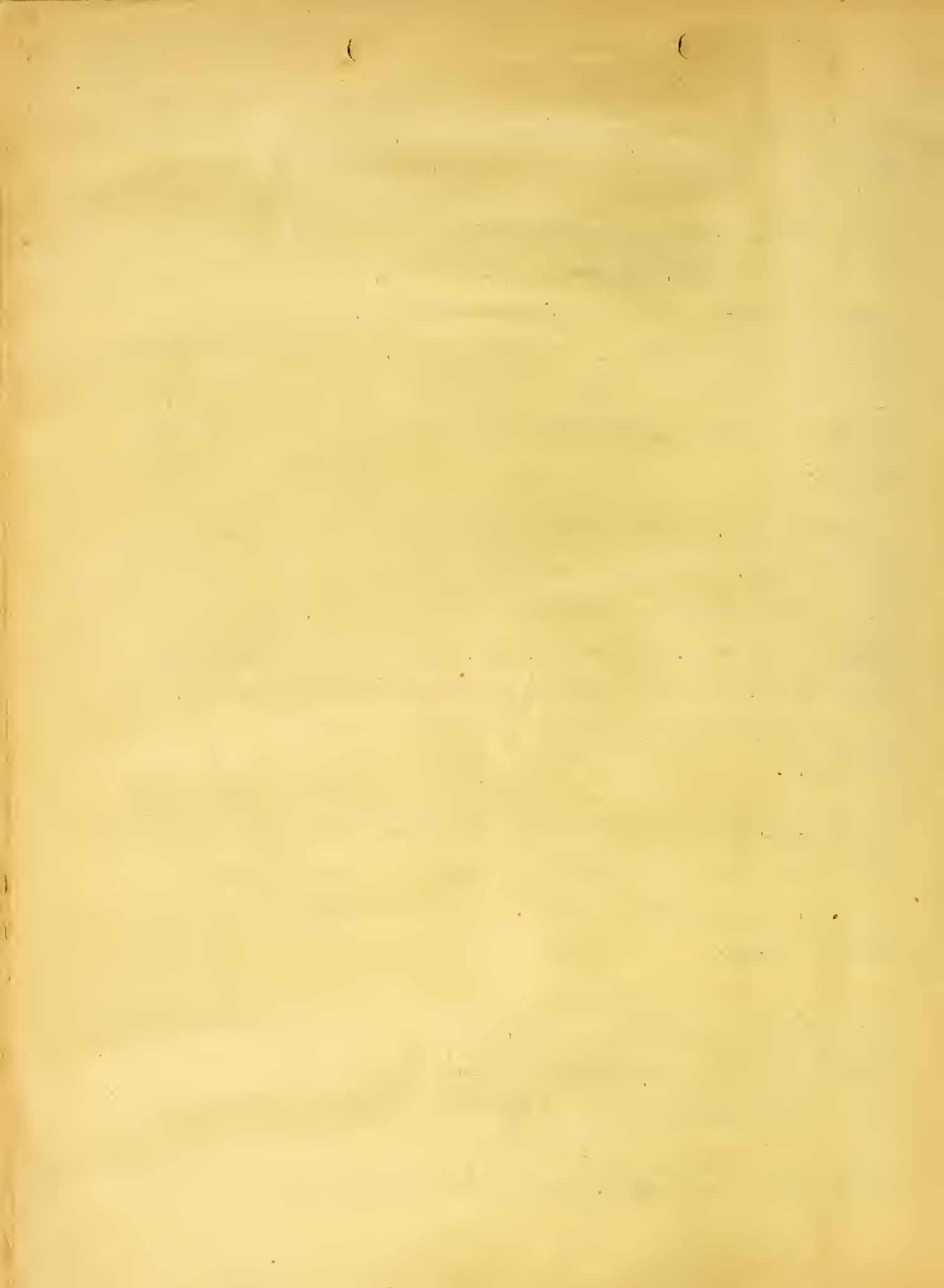
At about 30 m. the course lies to the (L) and five miles farther on the stream is again divided, this time by CUT-OFF ISLAND, more than 10 miles long and three and one-half miles across at the widest part. The Apalachicola River continues (R) and the CHIPOLA RIVER runs to the (L). This island is a favorite hunting ground for there is plenty of small game to be found here in season. Fishermen also find use for this island as a camping ground and for fishing off the banks.

When the 42 m. point is reached it will be noticed that the river is more than a mile wide. This is caused by a bay cutting into the eastern shore of Cut Off Island (L) and forming a fine harbor in bad weather. There is a very good fishing for broom, stumpnockers, pike, some pickerel, and the greatest of all fresh-water fish—the big-mouth black bass—in this body of water. Live bait or artificial plugs can be used but the choicest sport is to use a flyrod with flies.

At 44.5 m. is a long bend to the (L) into another bit of broad water formed by the merging of the "CUTOFF," a stream nearly a half mile wide, coming from Dead Lakes, and the Apalachicola River. If desired to visit Dead Lakes, head westward (L) 2.5 m.

DEAD LAKES, a partly submerged forest of standing timber, is said to be caused by the sinking of a large tract of land, caused by the underlying limestone being gradually honeycombed by subterranean streams, finally collapsing to form this 80-square-mile fishing and hunting territory. The water is more than 20 feet deep in spots and offers the finest fresh-water fishing in northwestern Florida. There are two score fishing camps scattered along the shores, and hundreds of people come from other states to fish, hunt, or just relax.

Cypress trees are here in countless numbers, and overhead thousands of birds roost and nest in the branches. No matter where the craft is stopped and the



fishing line thrown over, there is good fishing. Aquatic birds are everywhere and a sudden flurry of wings from behind some huge age-old tree may be the first indication of their presence. The cool, woodsy fragrance, mingled with the clean smell of the water, is a tonic to tired jaded nerves, and many people, anxious to get away from the strenuous business of the city, come to Dead Lakes for vacations. Along the shores, signs of campfires can be seen and clearings show that hunters and fishermen have pitched tents for a prolonged stay.

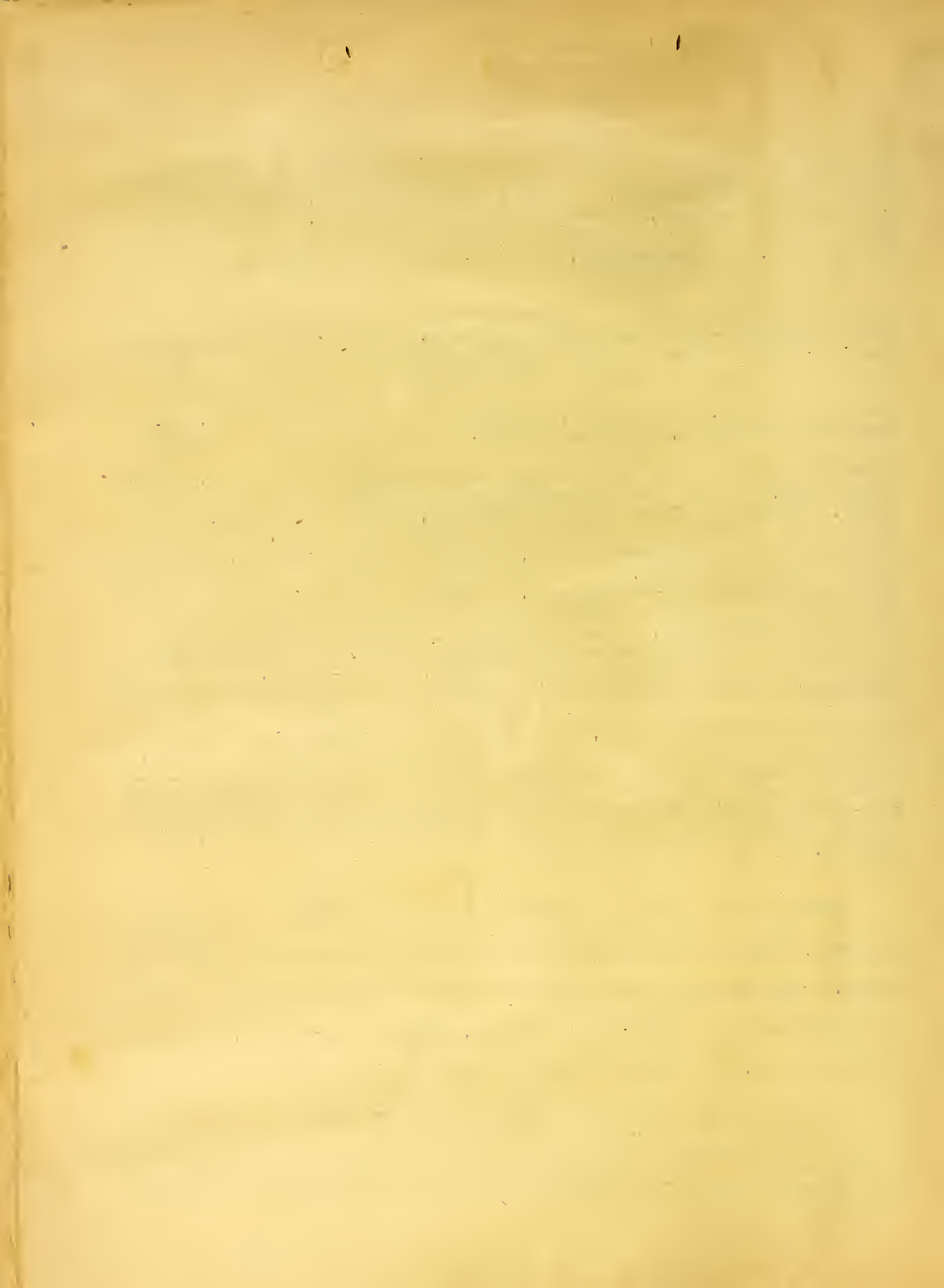
There are numerous branches or small streams leading many miles into the interior but shallow-draft boats only can be used. It is wise to hire a guide at one of the various camps in order to make a safe trip, for it is easy to get lost in the crooked and sometimes dark labyrinths of "runs", creeks, etc.

About five miles N. of the Cutoff, on the western shore of Dead Lakes, is the settlement of BUCKHORN, located on State 6.

South of the Cutoff about two miles down LEE SLOUGH (depth five feet), on the western bank, are the piers and landings leading to WEWAHITCHKA, seat of Gulf County. The name of the town is an Indian word, meaning "Water Dyes," derived from the two beautiful lakes located in the center of the town. Wewahitchka has a population (1935 census) of 755, supports a weekly newspaper, an ice plant, electric and water systems, and the usual amount of small stores to be found in the average Florida town of this size. Lumbering is carried on to some extent but the leading industry of the town and its environments is the packing and shipping of tupelo honey. There are dozens of individuals and firms that specialize in bee-keeping and packing of honey and wax. The combined annual capacity is in excess of four hundred thousand pounds each year. The town could rightfully be called TUPELOTOWN instead of its often mispronounced Indian name.

Naval Stores do not lag behind, for 1,000 barrels of turpentine and 3,000 barrels of rosin are shipped each year from this otherwise unimportant village. A short distance from town is a nursery that raises Satsuma orange stock. Here the entire growing method can be seen from the time the seed is planted to the half-grown stock ready for transplanting in the groves. Wewahitchka offers limited accommodations but necessary food supplies, gasoline, and oil are obtainable.

Returning by way of the Cutoff to the Apalachicola River and continuing northward, it will be noticed that the river banks are higher and often become bluffs. Small streams join the river from both sides and the careful observer will notice that some streams are very dark, almost coffee-colored, while others are clear water. The dark water is from swamps and creeks that drain the woodlands while the clear water is overflow from springs. There are many bends and turns to be negotiated but the course is easy to follow. At approximately 55 m. the right-hand branch of the stream is followed for here again a large island



nearly seven miles long takes up the center of the river. Opposite the 62 m. mark, on the (L), is a bayou containing heavy undergrowth and some tall timber. This bayou is fed by small creeks and branches leading into deep pinewoods. It is not wise to enter these creeks for any distance except with canoes or light-draft rowboats, for in the majority of instances fallen trees, snags, and shoals prevent progress without a great deal of portaging.

As the upstream trip is continued, the next four miles are uninteresting until the river again forks. This time the (L) fork is favored for the (R) branch simply leads around a mile-long island to rejoin the main stream. So far the route has been in an almost northerly direction but at the 70 m. mark a neck of land is rounded and the course is due southeast for a few yards more than a mile, when it again veers northwestward.

Two miles (W) of this point, on the (L) bank, is a ferry landing and the continuation of State 19, leading to BLOUNTSTOWN, seat of Calhoun County. The city was named for John Blount, a native chief of the Seminoles. It is located on the (W) side of the old reservation that was ceded to the United States by a treaty made October 11, 1832 at Tallahassee when the band agreed to move to new territory (W) of the Mississippi.

In 1935 it had a population of 1,620 within the city limits and almost as many more living in the voting precinct. Lumbering and naval stores are chief industries and there is a plant there manufacturing pine tar oils, pine tar, and charcoal. Several grist mills grind corn for the farmers and the retail trade.

Blountstown lies about a mile (W) of the river on State 6, has good stores of all kinds and is the trading center for an outstretching farming territory. An airport is located (W) of the town.

About one mile (E) of the river bank (on the opposite shore) is BRISTOL, seat of Liberty County. It has a population of 1,239 (U.S. 1955 census) and the chief industries are lumbering and naval stores. A large number of cypress and white cedar poles are cut to be shipped to other cities. The usual small-town stores supply the outlying area with necessities.

South of the road (State 19), about a mile southwest of the town are some Indian mounds composed of shells. These mounds were investigated by Clarence B. Moore for the Smithsonian Institute and the relics found are described in the institute reports on file in many libraries.

Bristol is one of the old towns in this section of the country and the old wooden courthouse dates back to 1860.

From here the river runs in a northwesterly direction for almost three miles, where it makes another "S" curve to head (N). No towns are passed and the only signs of life along the river are perhaps a fisherman, a passing log raft, a river packet, or another yachtsman. Occasionally the weather-beaten home of some farmer can be seen through a clearing, or some turpentine worker's shack looms up through the woods. There are no roads near the river banks from this point (N) and in a case of emergency it will be necessary to push the nose of the boat into the bank and walk directly (W) to eventually strike State 126. If Lady Luck is smiling, a passing motorist will be able to give directions to the nearest settlement, which are few and far between.

One of the old landings on the river is ROCK BLUFF, now a part of the Torreya State Park, a beauty spot with much history attached. It was here that troops had guarded the river during the Civil War and the immense warehouse that still stands at Rock Bluff Landing was used as a storage plant for ammunition. It is an interesting old structure, for its heavy beams were not nailed—

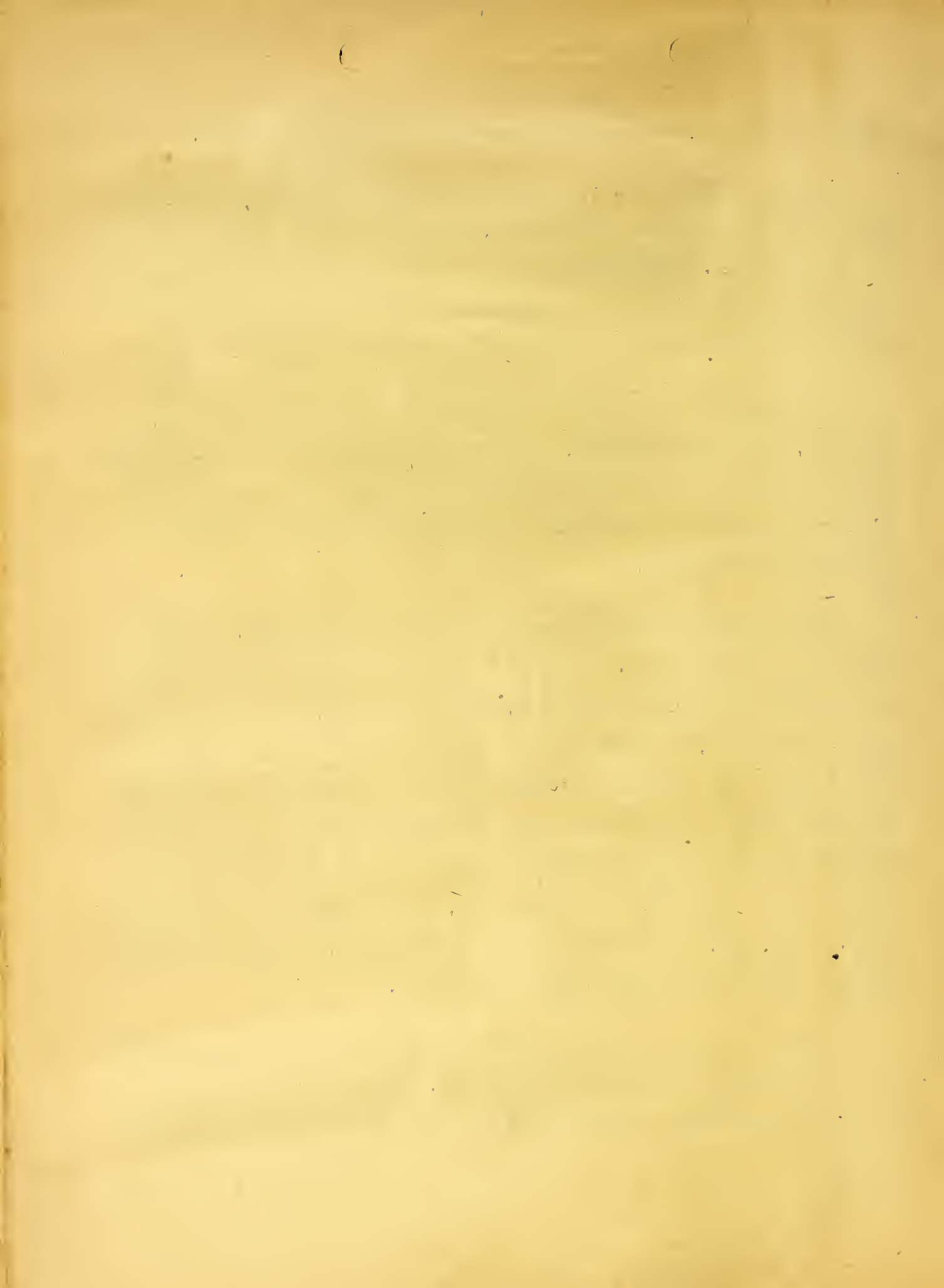
wooden pogs were driven through the junctions and then cut off smooth.

Prior to the Civil War, if visitors and others desired to stay overnight or await the coming of the river steamer, the second floor was turned into lodging accommodations. Beds were easily put up and made up and blanket rolls played no unimportant part in the lives of the less fortunate travelers who occasionally did stop off to visit the planter there at that time.

It being quite a pull uphill to bring freight from the river edge to the warehouse, a small "donkey road", with its rails imbedded in the clay, was built. Small tram cars were hauled by the patient donkeys and in this manner was the handling of merchandise expedited. One of these small carts is on exhibition in the museum in the park.

During the war the gun placements were built of torrey wood, cut from trees that grow in the park. This wood is said to be next to cypress in lasting qualities and the work of soldiers, done 82 years ago, can still be seen. The ammunition pits, the communicating trenches and the gun emplacements are at Battery Point where Confederate soldiers scanned the river for the enemy craft. This wood is said to be the same as that of which Noah built his ark for the scriptures say that "The Lord commanded Noah to make the ark of Gopherwood." Gopherwood is just another name for the tree, also sometimes called "stinking cedar." The fruit, very similar to olives in appearance, when cut in two, resemble a halved fig and smell somewhat like guavas.

This park is located on the (E) bank of the river opposite Ocheesee Bluff, just a few miles (N) of the Blountstown bridge. It has been cleaned up and beautified by CCC boys and is now under the supervision of Florida State Park Service:



On the opposite side of the river, about two miles (W), is the small town of OCHITEE, so named after an Indian chief who had his tribe quartered in the vicinity. It is a farming and lumbering community "stuck out in the sticks," a reference often made to settlements far away from the highways. It was near this point that the Old Spanish Trail and the St. Augustine-Pensacola Trail crossed the river.

Northward for another run of about 15 m. and VICTORY BRIDGE is sighted. This concrete span carries the traffic of US 90, the Old Spanish Trail of today. The abutments are anchored in the rocky banks of the river and the eight spans are high enough to allow unusually high tides to flow underneath without encroaching on the roadway.

On the (R) bank is the town of RIVER JUNCTION, so named owing to its location at the junction of the Flint and Chattahoochee Rivers. It is mainly a residential community, being the home of many employees of the State Hospital located (N) of the city. The population in 1935 was 2,563, consisting of 1,970 white and only 593 colored. Lumbering and pulpwood are the chief industries. It is the regular stop for all river steamers and is the head of navigation, although it is possible for smaller boats to go still another 165 m. northward on the Chattahoochee River to Columbus, Ga. and Eufaula, Ala., a channel four feet deep by 100 feet wide being used by a number of river packets. On the (R) is the FLINT RIVER, having a channel three feet deep and 100 feet wide, navigable for 100 m. northward to Albany and Bainbridge, Ga.

On the (N) side of the highway (US 90), atop the hills, are the white buildings of the Florida State Hospital, better known as Chattahoochee. Here nearly 4,000 cases of mentally sick are being treated according to modern theories. The spacious grounds contain a number of buildings among them several

of historical interest. The repair and workshops, as they are known today, were used in 1818 as powder magazines by Gen. Andrew Jackson during his campaign to drive the Indians out of that section of Florida. The tall building, known as the shot tower, has walls three to four feet thick and was used as an arsenal during the Civil War. In earlier days, before fine shot was made by mechanical means, this tower was used to make the small pellets used in shotgun shells. Hot lead was dropped or poured from ladles from a platform located near the top of the tower, the hot lead falling into a huge tank of water. In dropping the distance from top to bottom, the lead formed into drops that gradually rounded off and when reaching the water were cooled off immediately, thus forming small round bullets. Today these same pellets are cast by machine.

Visitors are allowed to enter the grounds and also some of the buildings, to visit patients and learn what latest methods in caring for these patients are used. The hospital operates a beauty parlor, it having been found that these vanity treatments are of some benefit to the ^{female} ~~ladies who are~~ inmates there.

malarial mosquitoes in mental cases.

Chattahoochee as a town has its own fire department, a police force, and many other city improvements. It uses electricity furnished by River Junction. Being primarily a hospital, it has very few business institutions although there is a sand and gravel company located there that has a capacity of 1,000 tons of sand and 2,000 tons of gravel each working day. A pulpwood cutting company also has its head quarters there, employing enough labor to cut and ship 100 cords of wood per day. This wood is shipped to paper mills in Florida to be converted into Kraft (wrapping) paper and high test cardboard.

The Apalachicola River is joined by the Chattahoochee and Flint Rivers at the northern edge of the city, the Chattahoochee going off in a northwesterly

direction while the Flint veers to the (R).

Fishing in all three streams and boating is enjoyed by citizens of these two communities and picnic grounds are located along the river banks. Many people from southern Georgia and northern Florida often spend vacations near the junction of these streams. Accommodations are available.

GULF INTRACOASTAL WATERWAY, WESTBOUND.

JACKSON RIVER is entered five miles (N) of the city, branching (L) from the Apalachicola River. It is only a small stream, not very wide, leading into LAKE WIMICO. There is no special point of interest along the Jackson River nor is there anything unusual in its appearance. It has been used as a communicating waterway since earliest days, when Port St. Joe on St. Josephs Bay was a shipping port and an important city of West Florida. Rather than ship by boat from St. Joe by way of St. Josephs Bay, then the outside route of the Gulf of Mexico waters, through the inlet into Apalachicola Bay to Apalachicola City- involving a trip of 60 miles, shippers hauled their goods overland to Lake Wimico from whence it was waterborne by way of Jackson and Apalachicola rivers to larger ships waiting for their cargoes. This overland-inland water route shortened the distance to one-half, i.e. 30 m.

The channel across Lake Wimico is well marked by beacons; it leads into SARCUS CREEK at the western end of the lake. Piles of old dredged material, now covered with trees and shrubs line the banks of ^a landcut, but the waterway is clear. The SOUTH PRONG, an arm of WETAPPO CREEK (Ind. Broad Water) is next followed and then Wetappo Creek itself. This latter creek empties into EAST BAY. This bay is from three-eighths to two and one-quarter miles wide, has depths of 45 to 50 feet in spots and is well marked by beacons. There are several small settlements on East Bay, none of them of any commercial importance. Three miles W. of the mouth of Wetappo Creek, on the N. shore of East Bay is the settlement Wetappo, an abandoned post office, a school and a few scattered houses, located at the mouth of Sandy Creek. Opposite this point the course shifts to SW to go around a bend, past another small settlement named Allenton (R) then NW for nearly 12 m. through US 98 highway bridge that crosses St. Andrews Bay. Soon the skyline of Panama City is seen on the (R), 3 m.

PANAMA CITY. (5402 pop., 1930 census) seat of Bay County, was incorporated in 1909 but the site was occupied by Spaniards in 1754. It was for many years a lumber and naval stores shipping point but since the Southern Kraft Corp. built (1930) a paper mill plant there, these industries have been pushed into second place by the more important pulp wood and paper making accessory items. A large hosiery mill and a number of seafood packing plants add to the income of the populace. Five steam lines, bus and railway lines and a local bay transportation company serve the town and airways have a combination land and water airport on the bay front.

It is now a seaport and manufacturing city, offers excellent accommodations to visiting boatmen, tourists and vacationists. Yachtsmen can obtain all necessary supplies and a yacht club welcomes members of other clubs. There is plenty of berth space along the bay, several bayous and other inlets. All classes of sports can be enjoyed; an 18 hole golf course of 6,666 yards, on which several yearly tournaments are played, is within a short distance of the city. Deep sea fishing guides and charter boats can be hired for bay or outside fishing. Hunting in season, is there for the sportsman who feels the urge to get out into the woods that are less than an hour's drive from the city. Picnic grounds and bathing beaches are all within a few minutes' drive, on the bay and the sound.

The residential section known as St. Andrews is the oldest part of the city. Here in 1754 were a few adventurous Spaniards trading with the Indians. Between 1775 and 1781, so called Tories of Revolutionary days, settled in the vicinity, producing indigo and naval stores. Panten, Leslie and Company of Pensacola (see History) furnished the people along the bay with supplies brought down by boats. When in 1783, Florida again became a possession of Spain, these settlers left the country and only a few Spanish fishermen remained along the waterfront.

Being acquired by the United States in 1819, a survey of St. Andrews Bay was focused on the attention of the people. The Senate passed a bill stating that a survey was to be made with the idea of a canal passing from the Gulf of Mexico to the Atlantic Ocean!

About 1827 well-to-do planters from the northern part of the state built summer homes at St. Andrews so that in 1830 the town had a population of 978. A land company was in operation in 1843.

Sawmills were built and roads were cut through the forests, attracting labor and investors. Fishermen made large hauls of mackerel, trout, redfish, mullet, bluefish and sheepshead and oysters were shipped to other states. Forest products were sent by schooners, coastwise and to Cuba. The production of salt was an important industry.

During the Civil War, Federal ships came into St. Andrews Bay destroyed all the fishery houses and most of the salt works. Citizens evacuated the town when Federal boats bombarded the area. Confederate forces, sent to protect the salt works, in a skirmish were victorious, killing two Federal men and disabling many more. After the war the town came back to normal conditions and slowly began to grow. The Government set aside much property for government use and a custom house was built. Boats plied the waters on regular schedule bringing needed supplies and taking away farm, forest and sea products.

In 1908 the first railroad was brought into Panama City and an ice plant was built. In 1915 railroad connections were extended to St. Andrews, making shipping facilities more convenient and eliminating the necessity of carrying goods from St. Andrews Bay by boat to the train sheds at Panama City.

With the building of the huge paper mill plant, the business section of

St. Andrews moved to Panama City and upon the consolidation of these two towns and a number of smaller municipalities into Greater Panama City, St. Andrews became the residential section of the entire area.

State and county road departments have improved roads until a steady stream of trucks can be seen bringing in loads of pine logs from the woods. These logs, cut in short lengths, are seldom over 12 inches in diameter, are carried to the mill where they are debarked, then put into a shredding machine, later to be carried to the cookers. After this process, the pulp passes through rollers to be made into sheets or rolls of wrapping paper and also converted into corrugated cardboard from which common packing boxes are made. A visit to the plant will be interesting and the company extends an invitation to sightseers, who will be furnished with guides to explain everything.

The yachtsman will find Masalema Bayou, opposite Redfish Point, the location where many landings for yachts and fish boats are convenient. Watson Bayou, on the (NE) side of the city, is also used as a yacht harbor. Shipyards and marine ways are nearby on this same body of water.

St. Andrews Bay, lying behind low sand spits and low sand islands parallel with the coast line, is about 10 m. and five miles wide, and is connected with the Gulf of Mexico at about midpoint by an arm $2\frac{1}{2}$ miles wide, extending approximately 4 m. in a southeasterly direction. The bay is well marked with lights and beacons that should be followed as found, for the channel shifts frequently. Westward from Redfish Point, opposite Masalema Bayou in the heart of the city, the waterway course is almost due W. for 4.6 m. to Dyers Point light off the cape known as SULPHUR POINT. This light is rounded, keeping in the center of the channel that is quite deep here but shoals rapidly towards shore. West Bay bridge crosses here, showing a white light from the top of the bridge at

the center of the draw span. After heading N. for three miles, a (L) turn is made into West Bay, heading W. to go into West Bay Creek. A lumber wharf marks the southside of the entrance.

WEST BAY, (350 est. pop.) is on the northwestern edge of this body of water. There are several sawmills, a post office, the usual run of general stores and filling stations here and the chief industry is lumbering, naval stores and a gristmill. A pontoon bridge serving State 10 highway crosses the creek at the town limits.

A land cut, from West Bay to Choctawhatchee Bay, provides a nine feet deep channel 100 feet wide, through almost virgin territory. Only one bridge crosses this stretch and this is located about 15 m. W. of West Bay Creek where State 19 cuts through the woods. There is a great deal of marshland beyond the spoilbanks and plenty of timber. Hunting is at its best in this section during the winter season before the spring freshets set in. Aquatic birds in countless number can be seen from this cut.

This section of the inland route was completed April 27th, 1938 and eliminates the necessity of traversing 60 m. in the open gulf. The western end of this cut enters Choctawhatchee Bay opposite the town Port Washington, a small village at the E. end of the bay.

Choctawhatchee Bay (Ind. Choctaw--an Indian tribe and hatchee creek) is 25 m. long and averages three miles in width. It lies nearly parallel with the coast and is separated from the gulf by land varying in width from $\frac{1}{4}$ to about 4 m. wide. ²₁ The depths of water in the bay increase gradually from E. to W., there being nine feet at the eastern limit and from 18 to 25 feet in the western two-thirds section. The bay and its tributaries have considerable traffic with

Pensacola in lumber and naval stores. Choctawhatchee Bay is used extensively by small boat owners and regattas are held several times each year. Fishing for trout, redfish, mullet, shrimp, and crabs is good at all seasons of the year; commercial fishermen can be seen at any hour of the day, either on the way to their nets or returning with boatloads.

There are many small streams emptying into this bay from the northern and eastern sides, where, in case of a storm, yachtsmen and small boat owners find shelter. Numerous bayous and lagoons are all around the bay that also offer shelter. While there are no towns directly on the bay on its eastern edge, in case of emergency a small village FREEPORT, can be reached in about a 6 m. run. It is located on Four Mile Creek that empties into LaGrange Bayou on the N. shore of the bay. This bayou is about 5 m. W. of the western edge of the landout, and is marked by a light at the entrance. Four and a half feet can be taken up this bayou to the town docks. Freeport is only a small settlement with an estimated population of 150 persons, chiefly interested in naval stores operations. The town has telegraph communications and improved State 10 highway offers connection with all parts of the state. Gas, oil, ice and provisions can be obtained here in limited quantities. The nearest railroad connection is at DeFuniak Springs.

Three miles farther W. is ALAQUA BAYOU, also on the N. shore of the bay. It is the outlet of Alaqu Creek, a stream 15 m. long, navigable to small craft only. Here is another ^{small} settlement—PORTLAND, also on State 10. The population, estimated at 200, is mostly fishermen and naval stores workers. The usual small stores can supply some groceries, oil and gas.

Entrance from the Gulf into the western part of Choctawhatchee Bay is now by "New Channel Pass", a cut marked by a lighted buoy and two channel (not range)

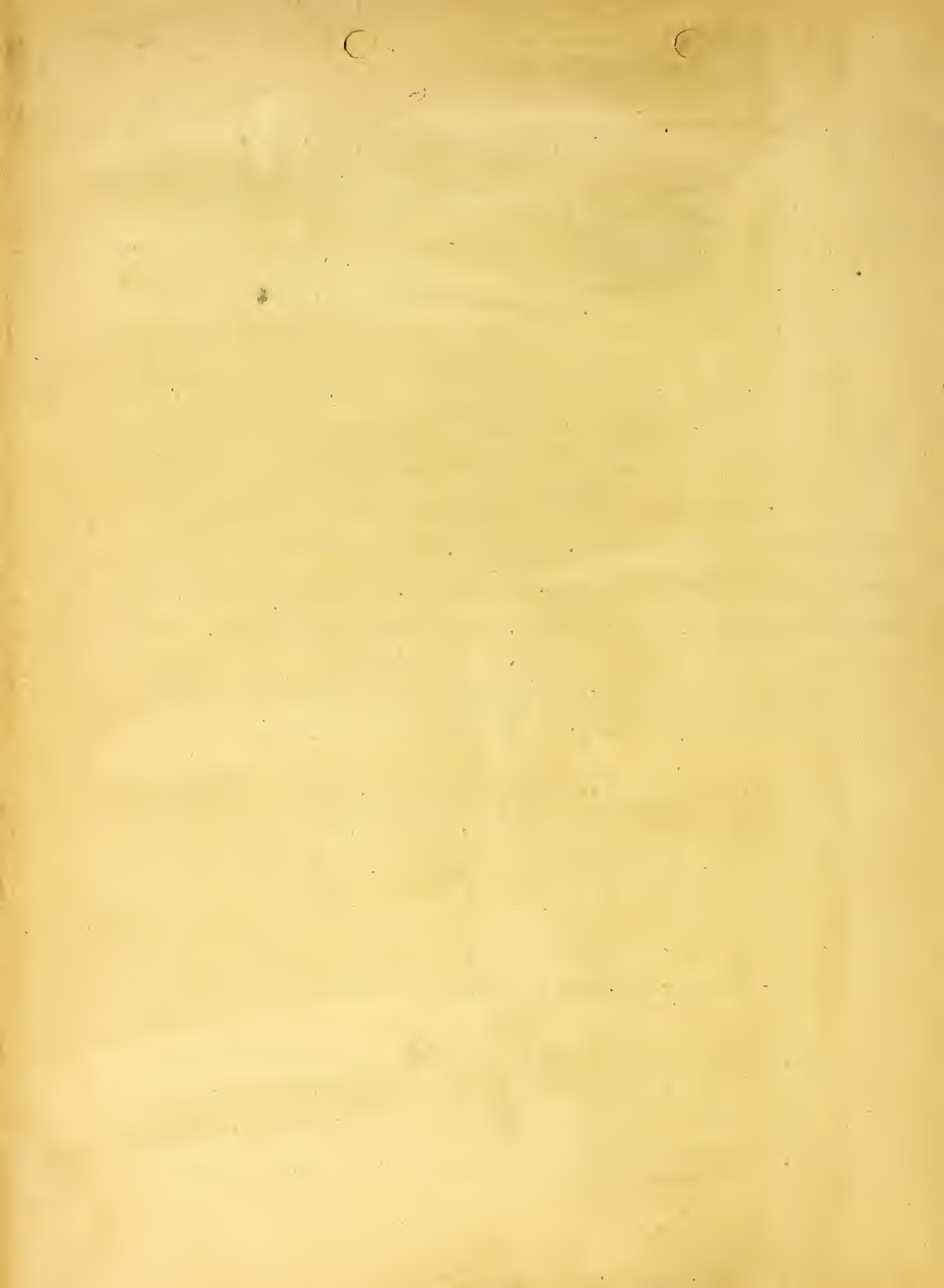
lights. This cut takes the place of East Pass, now closed, formerly $1\frac{1}{2}$ m. farther E. Now Pass Channel is subject to change but can be followed either by the breakers or by the color of the water, deeper where it is darker. A highway bridge with vertical clearance of 38 feet at the highest part crosses at entrance. North of this entrance (R) from canal route, are two towns on BOGGY BAYOU.

NICEVILLE, (825 pop.) is a summer resort at the head of Boggy Bayou. All supplies can be bought here; boat and hotel accommodations are available. The bayou is so deep that a draft of eight feet can be carried up to the wharves at Niceville. Marine ways capable of hauling out craft 75 feet are here and all kinds of repairs can be made. Telephone, telegraph and improved highways connect with all parts of the state. Bus service, on frequent schedule, connecting with other lines and railroads, serve visitors and residents.

The entrance to the bayou, about two miles N. of the waterway is marked by a fixed white light, on the W. side of the channel off Boggy Point.

VALPARAISO, on Toms Bayou, an arm of Boggy Bayou, is also a summer resort but has an estimated population of only 100. Here too, repairs can be made and supplies bought. The town lies about one mile S. of Niceville and connects with the latter by State 10 highway. Owing to its closer position to marine-traffic, storm warnings, easily seen from the waterway, are displayed in the public square. There is a small fish packing plant located near the wharves.

Niceville and Valparaiso are the largest towns in the CHOCTAWHATCHEE NATIONAL FOREST RESERVE, covering an area of more than 300,000 acres. Pinoy woods, clear streams and the saltwater bayous provide good hunting, fishing and bathing. Ranger district headquarters is near Niceville, where guides,



well experienced and thoroughly familiar with the woods, can be hired.

A tri-weekly boat service connects these towns with Pensacola and various settlements along the waterfront.

At the western end of Choctawhatchee Bay the route veers a little more to the S. to enter Santa Rosa Sound, between the mainland (R) and Santa Rosa Island (L). Owing to the short distance between the mainland and the island, this section of the sound is known as "The Narrows." A number of summer resorts and beaches line the shores on both sides near the eastern end.

Cherry
CAMP WALTON, (150 pop.) on the mainland side (R), the best known of these resorts, is the site of a Civil War camp. Hotels, stores, amusements and bathing beaches are here. The location is a favorite spot for fishermen to try for the many species of fresh and salt water fish that abound in the streams inland, in the bay and the gulf. Guides and boats can be hired and supplies can be bought. There is a boat yard that can haul out small craft and make repairs.

The scenic attractions of the vicinity, the indentations of the bay and the sound, and Santa Rosa Island have won high praise. The irregular waterline and heavily wooded shores are well known for their beauty and recreational opportunities.

Camp Walton, commanding as it does the Narrows, the Sound and the bay played an important part in the Civil War. The WALTON GUARDS were stationed at the Narrows at Camp Walton to watch East Pass vessels anchored in the Gulf near East Pass and to protect the inland waterway leading up to Choctawhatchee Bay. They remained there one and one-half years. They were armed at first with all kinds of firearms that they could pick up around the house, such as



the long Buchanan rifles, old "flint and steel" Indian war muskets, single and double barrel shotguns. Later they were furnished with great "Guave" bowie knives.

A gunboat was kept anchored all the time in the gulf, opposite East Pass, and a schooner plied between Camp Walton, Freeport and Pensacola to bring supplies and mail.

While they were stationed there, they found great mounds back of the camp, covered with trees of large size. At first they were thought to be natural hills, but investigations disclosed that they were a great charnel-house-homes of the dead. After the trees and earth had been cleared away from the top, skeletons were found at about 18 inches depth. These remains in perfect state of preservation were lying on their backs, hands crossed, with heads towards N. or W. The space in between the original bulk of the bodies had been filled in with a four inch layer of preserving matter, a mixture of lime and minerals. Of giant stature, they were thought to have been warriors slain in battle as broken skulls, arms, legs, cleavage and bludgeon shatters showed. According to traditional report of Sam Story, chief of the Euchee tribe inhabiting that section of the state about 1825, the report being handed down to him from his forefathers, an exterminating battle must have been fought before the Eucheos came to this coast, and before 1528.

Later (1894-1895) these mounds were investigated by C. B. Moore who took his findings to the Smithsonian Institute where relics can be seen today.

Camp Walton, or Fort Walton as it is sometimes called, is now a popular resort, much frequented by people from Georgia and northern Florida.

The Harrows, at this point only about 500 feet wide, are well marked with

navigation aids for the channel in many places is crocked and sheals on both sides. MARY ESTHER (estimated 24 pop.) and FLOROSA (35 estimated pop.) are on the R. banks of the Harrows. They are identified by small docks where small sound boats and pleasure boats land. There is nothing of unusual interest there, bathing beaches being the main attractions. The shore line on the R. presents a long stretch of woods with a narrow beach, broken only now and then by some point jutting out into the water. Several small streams join the Sound but these are not navigable. Long legged herons can be seen strutting in the shallow area hunting for small fish. On the (L) is Santa Rosa Island, just a long narrow ridge of sand dunes, dazzling white in the noonday sun. Here the seaside morning glory, a crawling plant, spreads itself over the sand flats and the dunes, mingling with the occasional tufts of marsh grass that have gained a foothold in this sand. Ghostly white sand crabs by the thousands scurry away when human beings set foot upon the shore. Sand pipers, not much larger than some of the common sparrows, seem to be running races at the edge of the water to pick up small mollusks the surf has washed out of the sand. Seagulls soar overhead, filling the air with their discordant cries as they fight for any refuse thrown overboard.

This goes on for thirty miles until the State 53 highway bridge crosses the water, leading to the Fort Pickens Military Reservation on the extreme western end of Santa Rosa Island and connecting with the Pensacola Military reservation on a narrow neck of the mainland. At the southern end of the bridge can be seen the old quarantine station, a number of other buildings surrounding it. East of the bridge is a bight called Fishing Bend with up to 15 feet of water, good for anchorage. West of the bridge is Little Sabine Bay, a small land-locked harbor with not much water in it but used extensively by small boats, good for fishing.

The main channel is up to 30 feet deep in spots and no difficulty will be experienced from here to Pensacola. A flashing beacon marks Deer Point on the R., this point being the western end of English Navy Cove, so-called from the fact that English ships made this bight their headquarters during the early wars.

Rounding Deer Point Light on a Northwesterly course, then heading directly N. the piers and waterfront of Pensacola are seen dead ahead.

PENSACOLA, (31,579 pop.) county seat of Escambia county, offers the visiting boatman, the tourist and vacationist all that can be desired. Bathing beaches, fishing, hunting, sightseeing, rambles over historic territory are here; for many years it has been a place of recreation as well as a commercial center.

Pensacola has a yearly average temperature of 68 degrees, average mean June to September being 80, with lows from November to February of 56 degrees, average.

There is sufficient rainfall to keep the hot summer months cool enough for comfort and the two municipal bathing beaches, Bayview park and Sanders Beach, are well patronized. On the open Gulf are two other beaches, Pensacola Gulf Beach 17 miles, and Pensacola Beach with its modern casino, only 9 miles away.

Two public parks and 28 playgrounds, three motion picture theatres, Osceola (Municipal) Country club, 18 holes, the Pensacola Country Club (private) 18 holes are all within a short distance from the waterfront. There is Greyhound Bus service to New Orleans, Jacksonville, Birmingham and Panama City. The L. & N. and Frisco railroads have terminals here. Three

hotels, ten tourists camps, tourist homes, apartments and waterfront cottages are available. There are 32 churches, of all denominations, for white folks and 31 for the colored people.

The city has 55 miles of paved streets, well laid out, many beautiful buildings- private residences and clubs, modern stores and offices. Its educational facilities consists of 18 schools for white and nine schools for for colored pupils and one vocational school.

Points of interest are Plaza Ferdinand VII on S. Palafox Street where a marker gives full description. On N. Palafox Street are the remains of a part of the wall that once was Fort George. This is also suitably marked by a descriptive marker. The site of Panten Leslie warehouse on W. Main Street contains part of the foundation of that old building.

Old Christ Church on Seville Square, the old fortifications of early American days and the modern army and Navy depots can be visited. St. Michaels Cemetery on East Garden Street, is the old Spanish and early American burying ground.

PENSACOLA HARBOR

Pensacola harbor is recognized by the United States Government as one of the principal ports in the United States. It ~~is the oldest~~ and was acknowledged as one of the greatest and safest harbors in the world, by early settlers.

In 1528, Panfilo de Navarez landed on Santa Rosa Island. He was the first ^{known} white man to make footprints on the shores of Pensacola bay; ~~some authorities say he was the first to discover this bay, but there are no authentic historians who verify this.~~

Capitane Maldonado, Commander of De Soto's fleet, visited the harbor in 1540 selected it as a "base for De Soto's fleet", and gave it the name of Forta d' Anohusi.

On August 14th 1569, Tristan de Luna cast anchor within the harbor, arriving on the eve of the feast of the Assumption of the Virgin Mary, and for this reason to honor the King, he named this beautiful body of water Bahia de Santa Maria Phillipa. The Bay he described as "one of the best ports to be found in the discovered part of the Indies. It is a very spacious port and had a width of three leagues fronting the spot where the Spaniards now are. The entrance over the bar is half a league wide, and has a very good mark at entrance, there being a reddish ravine at the eastern side, dividing the Bay. The ships can anchor in four or five fathoms a crossbow shot from land, and the port is so secure that no wind can do them any damage at all."

Little is known of the history of Pensacola Bay between 1565 and 1686. Santa Maria Bay was re-discovered in 1686 by Borrete and Romero, and Juan Jordan, diarist of this expedition, praised it as "The best bay I have ever seen in my life."

In 1689, an expedition commanded by Andrea de Pez came to form a most favorable report on the bay. He cited the abundance of timber for shipbuilding, the accessibility of the port and the width and the means with which it could be fortified.

Don Carlos de Siquenza y Gongora, led an expedition in 1693 to examine Pensacola Bay. Upon reaching the bay, Sequenza re-christened it "Bahia de Santa Maria de Galvez," adding to the hole name, the name of the Viceroy of Mexico. To the solemn strains of the TeDeum Laudamus, formal possession of the bay was taken; while the ceremonies were in progress, the vessels passed through the channel. Sequenza carefully mapped the bay and assigned names to various locations. The point to right on entering the harbor, was Punta Sequenza, the point opposite on the western side of Punta San Carlos, further along the western side, Punta San Tome.

Quoting Sequenza, "This Bay was the finest jewel that the King possessed, because it combined all the advantages which taken singly, made other bays famous."

Letters written to the King of Spain, from "Lagran Baza de Pensacola", described the harbor, "Capable of being fortified with ease, but lacking in building stone and uninhabited by native."

When Ariola's fleet reached the Bay, November 21, 1698 it was already occupied, not by the French as feared, but by Zavala's fleet, under Captain Jordan. On January 26, a fleet arrived at the entrance of the harbor and fired 5 shots, Ariola answered with three shots. A boat sent to reconnoiter found that there were five vessels, of which three were large frigates and two were small, masted vessels. As the mist cleared the French flag was seen floating on the breeze. In answer the Spanish flag was hoisted and preparations were

hastily made to repel an attack.

The following day a boat was put forth from the French fleet. Ariola allowed only one envoy and companion to land, and he received them on the white sands on the beach. After the usual courtesies were exchanged, the French emissary of the Marquis de Chasteaumorant, explained that the purpose of their expedition was to reconnoiter the Gulf Coast. He asked permission to enter the harbor for shelter and to secure fuel and water. Calling Ariola's attention to the friendship between France and Spain, he felt sure that his request would be granted. The polite Frenchman and the suave Spaniard were matching wits in a desperate battle.

Ariola complimented the French commander extravagantly, but refused them admittance, saying, he had orders from his King to let no foreign ship enter the port; he did however, offer a pilot to take them where they could secure wood and water. Chasteaumorant wrote a second letter, asking permission to enter the harbor. Ariola replied with a second courteous refusal. The French decided to leave.

The following March, (1699) Ariola completed arrangements for the expedition against the English, and sailed from Santa Maria Harbor to Mobile, Alabama.

On August 6, 1719, Montamoras and his Spanish fleet with the captured French vessels and French troops aboard, was off the harbor. He erected a battery on Point Sequenza, called Principi d' Asturia, to aid Fort San Carlos on the sea side.

This same year - 1719 - Champmeslia having sailed from Dauphine Island, entered the port on the 18th of September, with five of his vessels, and was

soon engaged in a fierce conflict with Principi d' Asturia, the Spanish fleet, and San Carlos.

At that time the five vessels went into action, it was supposed that the Hercules was following them, but, her commander hesitated to cross the bar, owing to her draught of 21 feet, a hesitation that almost proved fatal to her consorts, for, relying upon the support of her heavy batteries, they now found themselves without it, whilst they were under concentrated fire of the Spanish fleet and the two forts.

In that conjuncture, however, they were saved by one of those inspirations that sometimes come to a man in the supreme hour of trial, making him for the occasion the soul of a host.

A Canadian pilot, being inspired himself, inspired the commander of the Hercules with confidence in his ability to take her over the bar and into action.

With a cheer from her crew and all the canvas she could bear, the gallant ship sped under the guidance of the bold Canadian to the rescue of her consorts into the harbor of Pensacola, and though it is recorded that the pilot was rewarded with a patent of nobility for his skill and daring, there is no accessible record of his name.

Don Serres was a pioneer of Pensacola's shipping industry; establishing headquarters here in 1743, he shipped Pensacola's first commercial cargo to Cuba. It consisted of pitch, tar, and two pine spars, each 84 feet long. This was the beginning of the timber trade here, and the last authenticated instance of one of its timber dealers engaging in the elegant pastime of sketching, for, it was Don Serres sketch of Santa Rosa Island that gave a view of the harbor in pioneer days. The sketch portrayed a sloop at anchor in the bay, a



two masted "Bungs", both small tonnage, and three men in a row boat. Little did Serras think in 1743, that Pensacola harbor was destined to become one of the greatest shipping centers in the United States.

When Florida became a British colony, Spanish residents and troops applied to the Spanish Government for transportation, and, on September 2, transports arrived in the harbor for the removal of the garrison and people.

On the 3rd, the Spanish troops and the entire population "to the last man, woman, and child sailed for Vera Cruz, leaving Captain Wills of the Royal Artillery, his command, the only occupants of the town."

The location of the present Palafox Wharf was formerly the "Kings wharf", and on November 14, 1768 the wharf was covered with troops, some of them were getting into boats, whilst others already embarked were going to a ship lying at anchor. The ship was the "Pensacola" bound for Charleston, S. C.

The old "King's wharf", then known as Palafox wharf, might have been termed an island (formed by ballast dumped into the bay by vessels coming into port.) It was separated from the mainland by a narrow passage of water (Pensacola Bay) and connected to the lower end of Palafox street by a short wooden bridge.

In 1770, an Indian Chief of the Acansa nation, visited pensacola to obtain free trade from the English for his nation. He had never seen the sea until he came to the harbor of Pensacola. When he arrived in the evening he went to "bathe and wash" himself according to the custom of his country. He perceived that the water, being agitated, produced the appearance of light and fire, and said, "This must be part of the water of the Great Lake, for the I have in my own country seen lakes of greater extent than this, yet I never

till now have seen any water that contained fire."

As the American Revolution advances-- 1772-81, Pensacola Bay was prized "As the peerless harbor on the Gulf", and it was proposed by the British, on account of its strategic position to make a great naval station on its harbor, a beginning in that direction by selecting a site for a Navy Yard, "Joining the town westward". It was undoubtedly the present Navy Yard site recognized by British as a logical location for a navy base, years before the United States through Congress (in 1824), commissioned the present Navy Yard.

General Campbell, anticipating an attack on Pensacola from Galvez perfected defences. On the 9th of March 1781, a preconcerted signal of guns of the war-ship Mentor, told the British that the Spanish were approaching. By 9 o'clock the next morning 38 Spanish ships under Admiral Salona were lying in the harbor.

During the night a British vessel glided out of the harbor with dispatches to the Commandant of Jamaica, pleading for reinforcements.

On March 11th, 1781 the Spaniards opened fire upon the Mentor, lying in the Bay. She replied to the attack until she had received 28 shots from 24 pound guns, when she retired to near the town.

After this affair there were no further movements by the Spaniards until the 18th., when a brig and two galleons taking advantage of a very favorable wind sailed past the batteries defending the mouth of the harbor without receiving any perceptible injury.

On the 19th, the entire Spanish fleet excepting a few vessels sailed past the batteries, though subjected to heavy fire from Red Cliff, which lasted two hours.

Galvez, even after he found himself in possession of the harbor with a fleet of 58 vessels and a large land force, sent to Havana for re-enforcements, consisting of 18 more ships.

Richard L. Campbell says, "In 1806 a ship of 800 tons was built at a place called "Garano"; during the decades from 1870 she was still in existence." ("Garano is identified as a cove in which the "Marine Ways" was built in 1892. Small vessels were built and repaired here, and ship's bottoms were scraped free of barnacles).

The Weekly Floridian, October 25, 1875, said "Recent shipping intelligence reports the presence in the harbor of Cadix, Spain, of the Spanish ship Pan-sacolina, lately arrived from a voyage and to clear for another. The Pan-sacolina is a native of Pensacola and is all of Florida wood. She was built by workmen sent out from Spain, in Marv Cove (Careening ground) opposite the city, and was launched in 1806. Her burthen is 450 tons, and she was quite a large ship for those days. Her cost was some \$44,000, (Spanish gold) and that she was built of good material, the long record of her service attests. She has been on duty 67 years. Her frame is of Florida live oak and her top work is of Florida red cedar." The name of the ship was sometimes reported Pansacola, also Pensacola.

Another interesting item referring to the old "Careening Ground", was published in the New England Galaxy, Boston, December 14, 1821, and reprinted in a Pensacola paper. "Opposite Pensacola, on what is called "Deer Point", there is a small cove called Careening Ground, where vessels may lie close in shore. Two heaving-down wharves were constructed, and at different times vessels have been repaired and launched. The British used this "cove" in 1765."

The place is now called "Town Point". A high bluff covered with large oak trees overlooks "the cove." Many local and out-of-town people built modern summer homes there.

Thomas Marono, an old colored man about 95 years old, says, "If you just pull your boat to Town Point and anchor there about midnight, when de moon shines bright, keep quiet, and you will hear de most beautiful music; it comes from somewhere, sounds if it comes from heben. I duno where hit comes from, but its de truth. I think hit must be haunted".

Not content with making Pensacola a base for inciting the Indians to hostilities against the United States, there came into the harbor in 1814, a British fleet under the command of Captain Wm. Henry Percy, with several hundred marines. The fleet consisted of two ships, each 24 guns, two brigs of 18 guns, and three tenders.

General Jackson took over West Florida, (July 17, 1821), when the Spanish flag was lowered and the American flag raised. Vessels were anchored in the harbor in full view, to carry the Spanish to their distant port. The next morning they set sail under convoy of the Hornet, sloop of war, Anna Maria, and the Ten Shields.

In 1830, Congress approved the Pensacola-Mobile canal project. (see 1852).

The Pensacola Wharf Company, charged vessels one dollar and seventy five cents per day wharfage, in 1833.

In 1835, a bath house ordinance was passed. No bathing in harbor except between Jefferson street, east side, and Baylen street west side. "Bath Houses"

Also ship's bell in harbor with 1702 on it.

story of priest who was put in a boat & left anchored
acc.)
n
8/14. then

were built out in the bay about 100 yards from shore, in about 15 feet of water high tide; they were one hundred feet square, and entirely closed in with pine saplings about two inches in diameter, and eight feet high. They were placed about one inch apart, and on top of these posts was weatherboarding built like the top of a houseboat. Dressing rooms were provided with pegs to hang the clothes on. These rooms were almost air tight, not a poop hole. Bath houses were an "old Southern custom", bathing in the open bay was not considered the proper thing. A charge of ten cents per bath for grown people, and five cents for children, time limit for bath, half hour.

Families used to rent a one horse drey for 25 cents, to transfer a crowd of five or six to the bath house. Watermelons were carried along and placed in the water to "cool off", and after the "swim" a watermelon cutting was enjoyed.

During the period of 1833-4 the defenses at the mouth of the Harbor were materially strengthened. The entrance to the harbor at that time was fortified by Fort Pickens, second work of its kind in the United States.

In 1836, an article appearing in the Washington Globe, says, "There is no harbor in our country superior to Pensacola harbor. . . Even without the additional fort, which was erected opposite the point on Santa Rosa Island,.... the destruction of an enemy's fleet which should attempt to force the harbor is inevitable. Just within the entrance of the harbor convenient to the sea, stands the Navy Yard. In passing this point, Pensacola Bay opens up suddenly, expanding into one of the most capacious and beautiful basins in the world. Ships may procure there at as cheap rates as any other port of the country, meats, poultry, fish, vegetables etc".

In 1837, a steamboat arrived in the harbor with 400 Indians and Chief

Paddy Carr. Billy Bowlegs, Seminole Indian Chief, was a prisoner aboard. This same year, boat races were popular sports in Pensacola Bay. They were amateur contestants.

The following interesting story is told about Fort McRae, located at entrance of the harbor. "In 1848, a young boy, just for the fun of the thing, cut a little ditch through the sand at a low point near Fort McRae. The water commenced running through, and in a day or two there was a channel over a hundred yards wide and 12 to 14 feet deep. Later it began to wash the base of the Fort. Major Chase tried to save the beautiful fort, built at a cost of probably a million dollars. All methods failed until 20,000 corn sacks filled with sand were dumped into the channel."

In 1852, Congress passed a law granting Major Chase and Col. Strong permission to cut a small channel through Big Lagoon, near Pensacola Bay to Perdido. They were unsuccessful on their undertaking. (1909 Pensacola-Mobile Canal).

The following article appeared in Daily News, Pensacola January 22, 1898, copied from an old Confederate Journal, published in 1861:-

"Pensacola, shows great proportions as a harbor. It is accessible to vessels; the bar is near the coast, and the channel is short and easily passed. The harbor is practically land-locked, there are excellent conditions within for repairing, building and launching vessels, and for docks and dock-yards.

"Everything in connection with the position of the harbor as well as the coast, induced the U. S. Government to select it as a Naval Station, and a place for repairs and rendezvous."

Pensacola Bay, fortified as it was, with all its ordnance in position and properly garrisoned, was deemed impregnable, except by a long and hazardous

seige by an overwhelming land force, and it was said by an enthusiastic writer of the time (1861) 'could defy all the navies in the world combined, until it filled the harbor mouth with carcasses of sunken ships.'

In 1861, Lieut. Perryman of the "Wyndotte", kept his sloop steaming up and down the harbor watching the operations of the Navy Yard, and reporting them to the command at Fort Pickens.

Federal officers decided that but one fort could be held by them, and that one should be Fort Pickens. The reason for this choice was that Fort Pickens commanded the harbor.

Col. W. S. Lovell, Palmyre, Miss. in the Vicksburg Herald 1899, says, "In 1861, I obstructed the channel of Pensacola Harbor between Ft. Pickens and Santa Rosa Island, Fla. and Ft. McRae, by sinking four vessels in the channel together. I towed the vessels out with two steamers on a dark night, and passed nearly 100 guns on the battery along the beach and Santa Rosa Island".

A few days before Florida seceded, the fort defences of the harbor, Fort Barancos and Fort McRae were seized by State troops, Fort Pickens commanding the harbor, remained in Federal hands.

In 1861, Fort Pickens was re-enforced by the Union Army and became their headquarters in the State.

Pensacola harbor was now blockaded (May, 1861) and by the end of summer all important ports were closed.

The Confederate schooner Judah, was burned and sunk, by the Federals in Pensacola Bay, as she was moored to the wharf at the Navy Yard.

On the morning of Nov. 22, 1861, Fort Pickens opened fire on the Confederate

battery at the Navy Yard, and the non-of-war Miami, and Michigan assisted the attack; the two days engagement was spectacular. Things were quiet until New Years day, when a small steamer that had run to the Navy Yard was fired upon by the Federals.

When Pensacola was evacuated, troops were ordered to destroy everything, including gunboats and other boats in the harbor. On May 16, 1862 destruction began, flames from vicinity of the Navy Yard lighted the whole of Pensacola Bay. All transports, steamers, and boats of every description were burned.

During the Civil War there was no commercial activity in the harbor. Shortly after, shipping again began and rapidly increased.

An item in Gazette Jan. 4, 1868 says, "Engineers of the U. S. Brevet, Major Duter in command, have been engaged for some time improving the defences of Pensacola Harbor."

The SUSAN HANCOCK, first American ship to enter the harbor in 1867, under the American colors since the Civil War. She loaded with timber for Boston.

UNIVERSITY OF FLORIDA



3 1262 09652 0175